

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1184592-0

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FEDERAL BUREAU OF INVESTIGATION

Reporting Office INDIANAPOLIS	Office of Origin CHICAGO	Date 6/5/61	Investigative Period 5/10;29/61
TITLE OF CASE STERLING-HARRIS FORD, INC.; [redacted] aka [redacted]		Report made by CHARLES B. DEVITT, JR.	Typed By: kam
		CHARACTER OF CASE NBA	

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REC

RMJCS:EX

REFERENCES:

Chicago airtel to Indianapolis 5/4/61
Indianapolis airtel to Bureau 5/24/61

- RUC -

1, 3, 6, 10,
13, 14, 15, 17,
19, 20, 23, 25,
28, 30, 32, 34
35, 38
41, 44

ADMINISTRATIVE:

Unsuccessful efforts were made on 5/10 and 5/11/61 to contact various of the drivers hired by Courtesy Motors of East Chicago, Indiana.

Approved: <i>[Signature]</i> Special Agent in Charge	Do not write in spaces below	
Copies made: ③ - Bureau (49-15138) 3 - Chicago (49-2290)(1 - USA) 1 - Indianapolis (49-381)	11-151-8-38 JUN 8 1961	REC-04 EX-116

1 CCRAO
1 CC to Organized
Crime Section of Dept.
6-9-61

[Handwritten signatures and initials]

IP 49-381

ADMINISTRATIVE (Cont.):

During interview with [redacted] aka...

[redacted]
at Hammond, Indiana, on 5/23/61, he confidentially
advised that [redacted]

[redacted] declared that he had previously furnished
this information confidentially to the Chicago Office,
which was verified by this office. For this reason
this information is being set forth only on the
Administrative Page of this report.

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(COVER PAGE)

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Chicago, Illinois

Report of: SA (A) CHARLES B. DEVITT Office: Indianapolis
Date: June 5, 1961

Field Office File No.: IP 49-381 Bureau File No.: 49-15138

Title: STERLING-HARRIS FORD INC.
[REDACTED]b6
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Character: NATIONAL BANKRUPTCY ACT

Synopsis: [REDACTED] Courtesy Motors of East

[REDACTED] Chicago, Indiana, advised [REDACTED] of used car lot of Sterling-Harris Ford Agency, Chicago, Illinois, solicited [REDACTED] for drivers to transport approximately 100 cars for Sterling-Harris, which allegedly had been sold to a J & R Leasing Company or some similar name. [REDACTED] said [REDACTED] offered to pay \$10 for each car transported, and [REDACTED] accepted offer. Courtesy Motors provided 15 drivers in addition to [REDACTED] [REDACTED] Courtesy Motors, and [REDACTED] Courtesy Motors, who accompanied these drivers. [REDACTED] and [REDACTED] confirmed that [REDACTED] had made arrangements with Sterling-Harris for transporting cars; claimed they had no knowledge of details as to payment for this service. All three stated no cars of Sterling-Harris had been purchased or disposed of otherwise by Courtesy Motors. [REDACTED] declared no payment received from Sterling-Harris for transporting cars. All three advised that cars of Sterling-Harris had been transported from storage lot in Chicago, Illinois to another storage lot near Waukegan, Ill. [REDACTED] stated approximately 100 cars were so transported. Car hikers hired by Courtesy Motors to transport these Sterling-Harris cars interviewed and advised they had no knowledge of preliminary arrangements between Sterling-Harris and Courtesy Motors for movement of these cars. Hikers advised cars transported by them were taken to open field near Waukegan, Illinois. Several car hikers, positively identified photo of LEO RUGENDORF as individual at Sterling-Harris lot, Chicago, participating in transportation project. Three car hikers advised photo of FELIX ALDERISIO possibly identical to individual who placed bond for car hikers arrested at Northbrook, Illinois. [REDACTED] advised photo FELIX ALDERISIO bears some resemblance to individual at Sterling-Harris lot, Chicago, who appeared to be in charge of operations. Hikers interviewed have no knowledge of disposition of other

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Synopsis (Cont.):

Sterling-Harris cars. [redacted] stated list prepared of serial numbers of 113 cars transported to Waukegan, Illinois and turned list over to [redacted] stated he subsequently threw list away several days later. [redacted] of Courtesy Motors, advised they had no information regarding disposition of other Sterling-Harris cars. All three declared they could not identify photos of LEO RUGENDORF and FELIX ALDERISIO in connection with transportation of Sterling-Harris cars from Chicago to Waukegan, Illinois. Car hikers were paid by Courtesy Motors.

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- RUC -

DETAILS:

This report reflects joint investigation conducted by SAs GEORGE H. ASDELL, CHARLES B. DEVITT, JR. and [redacted]

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Date June 2, 1961

[redacted] Courtesy Motors of East Chicago, Indiana, a used car dealership, located at 4925 Indianapolis Boulevard, East Chicago, Indiana, advised that [redacted] in this enterprise. He furnished the following information: [redacted]

On Saturday, March 4, 1961, [redacted] was in Chicago, Illinois and stopped at the Kelly Ford Company, located approximately 1900 West on Foster Avenue, to look at cars. From there, he went to the used car lot of Sterling-Harris Ford Agency to see [redacted] of the used car lot. [redacted] has been acquainted with [redacted] for a number of years in the automobile business. [redacted] inquired if [redacted] was buying used cars and [redacted] replied that he is always in the market for used cars. [redacted] showed [redacted] the used cars on the lot and priced them for [redacted] however, [redacted] did not consider the prices right and made no purchases. [redacted] did not offer or show any new cars to [redacted]

[redacted] then told [redacted] that he had approximately 100 cars to be moved to a leasing company, approximately 30 miles distant, and inquired if [redacted] could get some drivers together for the move. [redacted] offered [redacted] \$10 per car, and [redacted] told [redacted] he thought he could get 14 or 15 drivers for the project. In this connection, [redacted] pointed out that he purchases a lot of used cars through the Hertz Rental System throughout the Midwest and usually has a number of young fellows calling at his lot daily to pick up driving assignments regarding these Hertz cars. [redacted] told [redacted] that these Sterling-Harris cars had been sold to a leasing company, and it was [redacted] recollection that it was the J & R Leasing Company or some such similar name. [redacted] told [redacted] to send the drivers to the Sterling-Harris Agency at noon, Sunday, March 5, 1961 and they would have them start moving the cars. [redacted] also told [redacted] that [redacted] could stop at the Sterling-Harris Agency on the following Thursday or Friday and pick up a check for moving these cars.

[redacted] returned to East Chicago, Indiana, after this contact with [redacted]. He told his [redacted] that they had an opportunity to make a little money to provide drivers and move cars for Sterling-Harris to the leasing company, and [redacted] concurred. [redacted] told [redacted] his [redacted] of their need for drivers on Sunday, March 5, 1961 and [redacted] recruited about 14 or 15 drivers.

On 5/17/61 at Hammond, Indiana File # IP 49-381

by SA CHARLES B. DEVITT, JR./kam Date dictated 5/24/61

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CBD/kam

Subsequently on Sunday, March 5, 1961, [] and [] accompanied these drivers to the Sterling-Harris Agency in Chicago; however, [] did not accompany them. [] and [] subsequently reported to [] that their drivers had driven approximately 65 cars from the Sterling-Harris storage lot to the lot of the J & R Leasing Company, or some similar name at Waukegan, Illinois. [] and [] and the drivers provided by Courtesy Motors were not paid by [] or anyone else connected with Sterling-Harris Ford Agency following the movement of these cars. [] and [] reported that there were other drivers utilized by Sterling-Harris in moving these cars on March 5, 1961, and that altogether, approximately 100 to 106 cars had been transported to Waukegan, Illinois. [] and [] made no mention of cars being moved or transported to any other location than Waukegan, Illinois.

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[] declared that neither he nor Courtesy Motors had purchased any of these cars from Sterling-Harris and he asserted that he had never purchased any cars from Sterling-Harris at any time. He stated that he had no knowledge of any Sterling-Harris cars being transported, sold or disposed of elsewhere.

[] declared that he had no knowledge that Sterling-Harris was engaged in any illegal or improper activity in connection with the movement or disposal of these cars, until the following Tuesday, March 7, 1961 when he was contacted by a representative of Associates Discount Corporation regarding the cars which had been moved to Waukegan, Illinois. This representative of Associates Discount Corporation informed him that these cars had been moved "out of trust", and he was making inquiry of Courtesy Motors because a couple of dealers plates of Courtesy Motors had been discovered either on or inside a couple of the cars which had been found and recovered near Waukegan, Illinois. [] stated that apparently some of the Courtesy Motors drivers must have used these dealers plates while transporting the cars for Sterling-Harris. This representative checked []'s inventory records and the cars on Courtesy Motors lot to assure himself that [] and Courtesy Motors had not purchased or obtained any cars from Sterling-Harris.

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[] stated that he had subsequently called Sterling-Harris Ford Agency on Thursday, March 9, 1961, inquiring for [] with intention of collecting for the transporting of the cars for Sterling-Harris to Waukegan, Illinois. He was told by

IP 49-381
CBD/kam

the party answering the telephone that [] was no longer affiliated with Sterling-Harris, and [] made no further efforts to collect from Sterling-Harris. [] declared that neither he nor Courtesy Motors has received any compensation for the transportation of these cars for Sterling-Harris from Chicago, Illinois to Waukegan, Illinois. He stated that the drivers provided by Courtesy Motors were paid individually by check by Courtesy Motors, advising that the total cost for these drivers had been approximately \$350.

[] declared that he has no information as to who made bond for the Courtesy Motors drivers who were arrested by the Illinois State Highway Police at Northbrook, Illinois while transporting these cars on March 5, 1961 without license plates. He stated that he assumed that Sterling-Harris Ford Agency had provided the bond money.

Photographs of LEO RUGENDORF and FELIX ALDERISIO were shown to Mr. [] and he declared that he had never been contacted by either of them with regard to Sterling-Harris cars or any other matter, and that he has never had any dealings with these individuals. He declared he could not identify these men.

[] reiterated that he had understood through [] that this was a legitimate transfer of cars by Sterling-Harris to a leasing company, and for this reason, had not hesitated to provide drivers at the terms offered by []

[] also informed that he had been subpoenaed []

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Date 6/1/61

[redacted] residence address. [redacted]
[redacted] advised he is [redacted]
[redacted] Courtesy Motors of East Chicago, Indiana, located at 4819 Indianapolis Boulevard, which is a used car agency. He further stated as follows:

[redacted] On Friday or Saturday before Sunday, March 5, 1961, [redacted] told him he had been contacted by a [redacted] (phonetic), of Sterling-Harris Ford Agency, Chicago, Illinois, to move some of their cars which were being purchased by a leasing company, name unknown. It was alleged by [redacted] that approximately 150 cars were being purchased by the leasing company. [redacted] for Courtesy Motors was told to get some drivers, as the cars would be moved probably on Sunday morning, March 5, 1961.

[redacted] telephoned [redacted] at Courtesy Motors on Sunday, March 5, 1961, at approximately noontime, and instructed the drivers go to a storage lot on Fullerton Avenue, near a Coca Cola plant in Chicago, Illinois. [redacted] and [redacted] took 15 drivers in three cars to Chicago, Illinois, on this date. [redacted] one of the drivers, took his personal 1959 Ford station wagon; another driver, name not recalled, drove his personal 1957 Plymouth; and a 1959 Ford four door sedan of Courtesy Motors was also utilized in transporting the drivers.

When [redacted] and [redacted] and the drivers arrived in Chicago, Illinois, [redacted] telephoned [redacted] at Sterling-Harris Ford Agency for directions, after which they drove to a car storage lot at Fullerton Avenue. When they arrived at the storage lot, [redacted] passed out handwritten stickers for the drivers to put in the windows of the cars being transported on which was printed "license applied for - J & R Leasing Company."

[redacted] led the first group of drivers after telling them the cars being transported were to be taken to the intersection of U. S. 41 and Highway 120 near Waukegan, Illinois, at the lot of a salvage and used parts concern.

On 5/22/61 at Hammond, Indiana File # TP 49-381

by SA CHARLES B. DEVITT, JR. /jcb Date dictated 5/29/61

IP 49-381

There were approximately 15 other drivers besides the drivers supplied by Courtesy Motors. [] was the only man present at the Chicago storage lot wearing a business suit. There was a tow-truck at the lot. Some Negro men were bringing the cars out of the storage lot to the street where the drivers took possession of them.

[] estimated there were approximately 200 cars stored on this storage lot in Chicago, Illinois. [] and five drivers who traveled together to Chicago, made three trips delivering cars from the Chicago storage lot to the salvage yard near Waukegan, Illinois. There were some policemen in uniform of the Waukegan Police Department parking cars in the lot at Waukegan, Illinois.

[] stated the drivers were arrested by the Illinois State Highway Police during one of these delivery trips near Northbrook, Illinois, for driving these cars without proper license. [] advised he was not with the drivers when they had been stopped by the police, as he had stopped to eat. He later went to the Illinois State Police Post before the drivers were released under bond; however, he declared he had not got out of his car and did not know who had put up bond for the drivers.

[] stated he and five of the drivers from Courtesy Motors had returned to East Chicago, Indiana, around midnight, that Sunday night or a little later. He asserted [] had not told him what provisions for payment had been agreed upon between [] and [] for the transportation of these cars; however, [] had said they would be well-paid. [] said they had learned the following week these cars had been moved "out of trust", when Associates Discount Corporation made inquiry at Courtesy Motors concerning these cars. He stated Courtesy Motors had never been paid for the transportation of these cars.

[] declared Courtesy Motors had nothing to do with these cars or Sterling-Harris Ford Agency, other than providing drivers for the transporting of these cars to Waukegan, Illinois, which was considered to be a legitimate transfer of cars from Sterling-Harris to a leasing company. He asserted Courtesy Motors has never purchased any cars from Sterling-Harris; and

IP 49-381

he stated that none of the Sterling-Harris cars had been transported elsewhere than to the Waukegan lot. He declared he has no information concerning the disposition of any other cars of Sterling-Harris.

Photographs of LEO RUGENDORF and FELIX ALDERISIO were shown to [] and he stated he could not identify them with any of the men connected with the transportation of the Sterling-Harris cars either at the Chicago lot or at the Waukegan lot. He stated he did not know the identity of anyone handling the transportation of the Sterling-Harris cars at Chicago or Waukegan other than []

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[] advised the drivers of Courtesy Motors used in transporting these cars from Chicago to Waukegan, had been paid by Courtesy Motors, by individual checks of that concern. He further furnished the following information concerning the payments made to these drivers:

<u>Date of Check</u>	<u>Check #</u>	<u>Amount</u>	<u>Name of Driver</u>
3/7/61	3396	\$25	
3/7/61	3397	\$25	
3/7/61	3398	\$25	
3/6/61	3404	\$25	
3/8/61	3436	\$ 6.50	
3/6/61	3405	\$25	
3/6/61	3406	\$25	
3/7/61	3408	\$25	
3/7/61	3414	\$15	
3/7/61	3416	\$22	

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<u>Date of Check</u>	<u>Check #</u>	<u>Amount</u>	<u>Name of Driver</u>
3/7/61	3421	\$15	<div style="border: 1px solid black; width: 280px; height: 180px;"></div>
3/7/61	3422	\$15	
3/8/61	3435	\$ 6	
3/10/61	3470	\$52.50	
3/10/61	3471	\$50.50	
3/10/61	3472	\$51.25	

With regard to the larger amounts paid to [redacted]
[redacted] and [redacted] he stated these men had
done other work for Courtesy Motors in East Chicago and the
checks to them covered payment for the other work plus the
driving.

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Date June 2, 1961

[redacted] residence address. [redacted]
[redacted] advised that he is [redacted]
[redacted] for Courtesy Motors of East Chicago, Indiana, which is
a used car dealership located at 4919 Indianapolis Boulevard in
that city. He furnished the following information:

211
[redacted] of Courtesy Motors
of East Chicago, Indiana, told [redacted] on Saturday, March 4,
1961, to the best of his recollection, that he wanted some drivers
obtained to move some cars, probably on the following Sunday morn-
ing. [redacted] then began contacting some of the part-time employees
of Courtesy Motors and some fellows who had driven cars for
Courtesy Motors on previous occasions. Subsequently, approximately
15 drivers reported to the Courtesy Motors lot on Sunday, March 5,
1961. [redacted] understood through [redacted] that the drivers were
needed to transport some cars for Sterling-Harris Ford Agency of
Chicago, Illinois in connection with the transfer of these cars
to some leasing company.

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[redacted] received a telephone call from one [redacted]
[redacted] (Phonetic) of Sterling-Harris Ford Agency on Sunday,
March 5, 1961, instructing the drivers to proceed to a car
storage lot of Sterling-Harris located on Fullerton Avenue, near
a Coca Cola plant in Chicago, Illinois. [redacted] and [redacted] then
proceeded to Chicago, Illinois with the 15 drivers, comprising
three carloads. When they arrived in Chicago, [redacted] telephoned
[redacted] at Sterling-Harris Ford Agency for directions, after
which they drove to the car storage lot on Fullerton Avenue on
the north side of Chicago. [redacted] met them there and passed out
handwritten stickers to the drivers to be put in the windshields of
the cars to be transported on which was written "License Applied
For - J & R Leasing Co."

There were approximately 15 other drivers at the
Chicago storage lot besides the group of drivers furnished by
Courtesy Motors. There were also some colored men in the lot
bringing the cars out of the lot to the street for the drivers
to transport.

On 5/22;23/61 at Hammond, Indiana File # IP 49-381
by SA (A) CHARLES B. DEVITT, JR./kam Date dictated 5/29/61

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[] led the first group of cars being moved, telling them the cars were to be transported to the intersection of U.S. 41 and Highway 120 near Waukegan, Illinois to a lot there. [] and a group of five drivers subsequently made six trips transporting cars from the Chicago lot to the lot near Waukegan, Illinois. He stated that approximately 65 cars were transported by the drivers furnished by Courtesy Motors, and he estimated that 100 cars had been transported to Waukegan, Illinois by all the drivers combined.

[] stated the drivers were arrested by the Illinois State Police while transporting these cars on one of the trips, and were taken to the Illinois State Police Post at Northbrook, Illinois, where the drivers were booked for driving without proper license tags. [] said he was in the post when some strange man arrived and put up bond for the drivers. He declared he did not know the identity of this man, and described him as white, approximately 30 years of age, 5'6" to 5'8" with black hair, stocky build and dark complexioned.

[] advised that a couple of dealers plates belonging to Courtesy Motors were loaned to a couple of the other, older drivers to use on cars being transported.

[] stated that the transportation of these cars from Chicago to Waukegan was completed during the morning of Monday, March 6, 1961. Following this, he and approximately seven of the drivers of Courtesy Motors drove to Milwaukee, Wisconsin in the Ford Station Wagon of [] for the purpose of picking up a couple of used cars of the Hertz Rental System, to be driven back to Courtesy Motors of East Chicago, Indiana. He pointed out that Courtesy Motors buys a large number of these used cars from the Hertz Rental System throughout the Midwest area, and has to send drivers to pick up the cars as Hertz does not deliver them.

[] stated that after they arrived in Milwaukee on Monday, March 6, 1961, they went to the Humphrey (Phonetic) Chevrolet Company, to obtain the Hertz cars and learned that they were not there yet. [] remained behind in Milwaukee and the drivers with him returned to East Chicago, Indiana, in the [] car, leaving Milwaukee at approximately 5:00 PM. [] stated he subsequently obtained a Hertz car later that evening and drove it to East Chicago, Indiana.

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[] declared that none of the Sterling-Harris cars were transported by his drivers to any place other than the storage lot near Waukegan, Illinois. He asserted that Courtesy Motors of East Chicago had not bought any cars from Sterling-Harris and he maintained that the only connection with this matter pertaining to Courtesy Motors was the providing of drivers on a "for hire" basis to transport these cars. He declared that he had no information concerning the disposition of any other cars by Sterling-Harris Ford Agency.

Photographs of LEO RUGENDORF and FELIX ALDERISIO were shown to [] and he stated he is not acquainted with these individuals and declared that he did not recognize them as having participated in the transportation of the cars from the Sterling-Harris storage lot in Chicago to the storage lot near Waukegan, Illinois on March 5 and 6, 1961.

[] was questioned as to whether he had prepared any list of the cars that had been transported from Chicago to Waukegan, Illinois, at which time he stated that such a list had been prepared. He said that he preferred not to discuss the list for personal reasons and terminated the interview.

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Subsequently, the following day, May 23, 1961, he voluntarily contacted the office, stating he would like to be recontacted by the interviewing Agent. He was contacted again on May 23, 1961, at which time he stated that [] had told him to prepare a list of the cars which had been transported by the drivers from Chicago to Waukegan, Illinois for the benefit of [] and Courtesy Motors. [] stated that such a list was prepared following the transportation of the cars. He asserted that he had kept the list and brought it back to East Chicago, Indiana, and had maintained possession of it for several days. When it was learned that these cars transported for Sterling-Harris had been "out of trust" cars, which had been subsequently located and recovered by the Associates Discount Corporation, and after which it appeared that Courtesy Motors of East Chicago was not going to receive any compensation for the transportation of these cars, [] threw the list away.

Date June 2, 1961

[redacted]
[redacted] stated that he is [redacted] in used cars and leasing and is [redacted] in the Chicago and surrounding Midwest area through whom the [redacted] disposes of and sells its used cars. He stated that he has sold a large number of used [redacted] cars in recent months to Courtesy Motors of East Chicago, Indiana.

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He informed that he had an appointment to meet [redacted] of Courtesy Motors of East Chicago, Indiana, on Monday, March 6, 1961, at Milwaukee, Wisconsin, regarding three used [redacted] cars to be sold to Courtesy Motors. [redacted] contacted him on that date at the Schroeder Hotel in Milwaukee, Wisconsin. Two of these three cars were not available on that date to be turned over to Courtesy Motors; however, one of these cars was turned over to [redacted] on that date for Courtesy Motors.

On 5/23/61 at Hammond, Indiana File # IP 49-381

by SAs CHARLES B. DEVITT & GEORGE H. ASDELL/kam Date dictated 5/29/61

Date June 5, 1961

[redacted] advised that he was 34 years of age, being born on [redacted]. He stated that he determined through a Standard Oil gasoline station located on Columbus Drive in East Chicago, Indiana, as to the fact that Courtesy Motors, East Chicago, Indiana, was hiring drivers to transport autos in the East Chicago area. He stated that on the afternoon of March 5, 1961, he, together with other drivers hired by Courtesy Motors, the majority of which he did not know personally, were taken to Chicago, Illinois in the vicinity of Fullerton Avenue, where, at a storage lot owned by Sterling-Harris Ford Company, the drivers were instructed to transport these cars to an open field near a viaduct in Waukegan, Illinois. BAYLESS advised that on March 5-6, 1961, he transported five of these 1960 and 1961 Ford automobiles from the storage lot to this open field. He advised that he was one of the drivers arrested in Northbrook, Illinois for failure to have a license plate on his car. He stated that he recalled two individuals appearing in Northbrook who he assumed were employees of the Sterling-Harris who paid the fines of the drivers so that they could continue in this car movement. He stated he did not recall these two men clearly and was unable to identify either.

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[redacted] stated that he had no information as to the arrangements between Courtesy Motors and the Sterling-Harris Ford Company regarding the movement of these cars. He recalled hearing from either a driver or an employee of Courtesy Motors that these cars had been sold by Sterling-Harris Ford Company and had to be moved off of their storage lot.

He was displayed photographs of FELIX ALDERISIO and LEO RUGENDORF and advised that he did not recognize either of these individuals as being persons he saw during this car moving operation.

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[redacted] stated that he had no information as to the disposition of other Sterling-Harris cars with the exception of those taken to this open field.

He advised that [redacted] of Courtesy Motors in East Chicago had paid him by check in the amount of \$25.00 for his assistance in the moving of these cars.

On 5/22/61 at Whiting, Indiana File # IP 49-381

by SA [redacted] -laj Date dictated 5/25/61

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Date June 2, 1961

[redacted] advised his date of birth was [redacted] in East Chicago, Indiana. He stated that at Standard Oil gas station located on Columbus Drive in East Chicago, Indiana, near his home he heard that the Courtesy Motors Company, East Chicago, Indiana, was presently hiring drivers to transport cars in the Chicago, Illinois area. [redacted] stated that he contacted his friend, [redacted] and he and [redacted] went to Courtesy Motors lot where they were hired to assist in this project. [redacted] stated that he, [redacted] traveled to a storage lot located near Fullerton Avenue, Chicago, Illinois in a 1957 Plymouth owned by [redacted] brother of [redacted]. He stated that at this lot persons unknown to him but who he assumed were employees of the Sterling-Harris Ford Company, were taking serial numbers off of cars and assigning them to drivers for transportation to an open field in Waukegan, Illinois.

[redacted] stated that on March 5, 6, 1961, he transported four of these 1960 and 1961 Ford automobiles from this storage lot to this open field in Waukegan. While transporting his fourth car, he, together with other drivers, were arrested by the Illinois State Police in Northbrook, Illinois for driving without license plates on these vehicles. He stated that two men, both unknown to him, but who he assumed were Sterling-Harris employees, came to the aid of the drivers and paid their fines so that they could continue on with the car moving.

[redacted] described the person who actually paid the fines as being white male, dark complexion, dark hair, early 40's, medium to large build, who he believed to be of Italian descent. He stated that after his arrest, he returned to East Chicago, Indiana, with [redacted] one of the owners of Courtesy Motors, [redacted] and [redacted]. He was paid \$15.00 for his employment on March 5, 6, 1961, and received this in the form of a check from Courtesy Motors, made out by [redacted].

[redacted] stated he had no knowledge as to the disposition of the other Sterling-Harris cars with the exception of those placed in the open field in Waukegan by he and other drivers.

On 5/18/61 at East Chicago, Indiana File # IP 49-381

by SA [redacted] -1aj Date dictated 5/24/61

IP 49-381

He was displayed a photograph of FELIX ALDERISIO and stated that he did not know this individual. Upon viewing a photograph of LEO RUGENDORF, he advised that he was quite certain this was the individual at the storage lot who was taking serial numbers from the cars and also assigning these cars to the drivers. He stated that he did not want to positively identify this individual from a photograph but was certain he could identify him, should he see him in person.

Date June 1, 1961

[redacted] advised that he is also known as [redacted]. He advised his date of birth was [redacted]. He advised that on either March 4 or March 5, 1961, while at the Standard Oil gas station located on Columbus Drive, East Chicago, Indiana, he was informed that Courtesy Motors, East Chicago, Indiana, were employing "hikers" to move cars in the Chicago, Illinois area. He stated that he and [redacted] who is also known as [redacted] appeared at the Courtesy Motors lot and was informed by other drivers already present that Courtesy Motors was supplying drivers to transport cars for a company in Chicago, Illinois.

[redacted] stated that he, [redacted] and [redacted] other drivers, all traveled in a 1957 Plymouth owned by [redacted] to a storage lot in Chicago, Illinois, which was identified as property of Sterling-Harris Ford, Inc. He stated unknown individuals at the storage lot gave him and the other drivers instructions that they were to drive these cars to an open field in or near Waukegan, Illinois. He stated that in form of a convoy, the drivers then made several trips to this open field where the cars were parked. He identified these cars as 1960 and 1961 Fords which were reportedly property of Sterling-Harris Company. [redacted] stated that he transported four cars in all from the storage lot to this open field in or near Waukegan. He stated that [redacted] was arrested, together with other drivers in Northbrook, Illinois for driving without a license plate on the car. He stated that an unknown individual whom he described as short and stocky in build, white male, early 40's, dark complexion, appeared, who paid in cash the fines of these drivers so that they could continue with this car transportation. He informed that after [redacted] he returned to East Chicago, Indiana and was given a check in the amount of \$15.00 by Courtesy Motors for his assistance in this matter.

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[redacted] stated that he had no information as to the arrangements between Courtesy Motors and the Sterling-Harris Ford Company, Inc. regarding the moving of these cars. He stated that he did not know of the disposition of other cars than the ones taken to the open field in or near Waukegan.

On 5/18/61 at East Chicago, Indiana File # TP 49-381

by SA [redacted] -la.j Date dictated 5/24/61

IP 49-381

He was displayed a photograph of FELIX ALDERISIO and he stated he did not recall seeing this individual on March 5-6, 1961. Upon viewing a photograph of LEO RUGENDORF, he positively identified this individual as the person at the Sterling-Harris storage lot who was assigning cars to the drivers after he had removed the serial numbers.

Date June 1, 1961

[redacted]
[redacted] advised that he is also known as [redacted]

He advised his date of birth was [redacted]

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[redacted] stated that his [redacted]
[redacted]

He advised he had been hired on March 5, 1961 to assist in moving cars in Chicago, Illinois and drove his 1957 Plymouth from the Courtesy Motors, East Chicago, Indiana to a storage lot in Chicago, Illinois where he assisted other drivers in moving cars from this lot to another area of Chicago which was an open field. He recalled transporting five cars in all on March 5, 1961 and March 6, 1961.

He stated that he knew none of the arrangements for the transportation of these cars but recalled being arrested in an unknown city for driving without a license plate. He stated some man he could not identify or recall paid the fines of the drivers arrested so that they could continue on their way.

He was displayed photographs of FELIX ALDERISIO and LEO RUGENDORF and claimed he could not identify either of these two men as persons he had previously seen.

He stated he had no knowledge as to the disposition of other cars than the ones he and other drivers had driven to this open field.

He advised he was paid by check in an unrecalled amount for this work.

On 5/18/61 at East Chicago, Indiana File # IP 49-381

by S [redacted] -ldj Date dictated 5/24/61

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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; and its contents are not to be distributed outside your agency.

Date June 1, 1961

[redacted] advised that his date of birth was [redacted] at [redacted]

[redacted] advised he has been a part-time employee of Courtesy Motors, 4925 Indianapolis Boulevard, East Chicago, Indiana, for some time [redacted]. He advised that on Sunday, March 5, 1961, he was informed by Salesman [redacted] of Courtesy Motors that Courtesy had contracted to move numerous cars for the Sterling-Harris Ford Company within the Chicago area. [redacted] informed [redacted] that he was interested in the job of driving cars and thereafter notified his brother, [redacted] of this opportunity to make some money.

On the afternoon of March 5, 1961, [redacted] accompanied by his brother, [redacted] possibly other drivers, and [redacted] of the Courtesy Motors, traveled to Chicago, Illinois, in a 1959 Ford for a storage lot which he was informed was property of Sterling-Harris. [redacted] stated that he is not acquainted in Chicago, Illinois and did not know exactly where he was; however, he and the other drivers were informed by unidentified persons whom he believed to be officials of the Sterling-Harris Ford Company that they were to drive numerous 1960 and 1961 Ford automobiles to a storage lot near Waukegan, Illinois, in convoy. [redacted] recalled an individual wearing a black leather jacket driving a black 1957 or 1958 Cadillac, more or less supervising the assigning of cars to the drivers at this storage lot. He stated that when each driver had an auto to drive they would proceed in convoy out of Chicago, Illinois into an area he believed was Waukegan, Illinois, where each car was placed in an open field near a junk yard under uniformed police supervision. He stated that the drivers would then be transported back to the storage lot in Chicago, Illinois, where they would again be assigned a car for transportation to Waukegan.

[redacted] advised that from Sunday afternoon, March 5, through Monday morning, March 6, he transported five 1960 Ford automobiles from the Sterling-Harris storage lot to this open field in Waukegan, Illinois. He advised that on his third or fourth trip he, together with other drivers, were arrested in Northbrook, Illinois for driving without license

On 5/17/61 at Gary, Indiana File # IP 49-381

by SA [redacted] -laj Date dictated 5/23/61

IP 49-381

plates. He stated they were detained approximately two hours when an unidentified individual appeared and paid the fines for the drivers with cash. He described this individual as being white male, dark complexion, heavy build, middle 30's, curly hair, believed to be of Italian descent.

[] stated that about noon, Monday, March 6, 1961, he telephonically contacted Courtesy Motors in East Chicago, Illinois, from a donut shop north of the storage lot and there informed either [] or [] of Courtesy Motors that it was necessary for him to return to East Chicago because of other employment. He was informed that [] would pick him up on Monday afternoon and return him to East Chicago. [] continued that shortly thereafter [] appeared at the storage lot with a 1959 two-tone brown station wagon, and informed [] together with his brother, [] and possibly two other drivers that he had a "deal" in Milwaukee, Wisconsin where he could obtain some autos for return to East Chicago. [] stated that he agreed to go with [] to Milwaukee as did the other drivers mentioned and they arrived there at about 2:00 or 2:30 P.M. in the afternoon of March 6, 1961. He advised that while the drivers remained in the 1959 Ford station wagon, [] disappeared, advising that he was attempting to contact a [] (phonetic) who would supply Hertz cars to the drivers for return to East Chicago. [] stated that they waited for [] for several hours and made inquiry for him at the Hertz Company but when they were unable to find any information concerning him they left Milwaukee without him, driving the 1959 Ford station wagon back to Courtesy Motors in East Chicago.

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[] stated that the only cars he transported were five in number and these were all moved from the storage lot to the open field in Waukegan, Illinois. He had no information concerning the disposition of other cars with the exception of those transported by the other drivers working with []

[] stated that although he was a part-time employee of Courtesy Motors, he had no knowledge of the preliminary arrangements between Courtesy Motors and Sterling-Harris Ford Company in regards to these cars transported.

[] was displayed a photograph of FELIX ALDERISIO and he advised that he did not recognize this individual.

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He was displayed a photograph of LEO RUGENDORF and he positively identified this individual as the person in the black leather jacket at the Sterling-Harris storage lot, who was taking serial numbers off of the units to be transported and assigning the cars to the drivers.

[redacted] advised that he was paid by check by the Courtesy Motor Company in the amount of \$25.00, he believed, for his assistance in moving these cars.

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Date June 7, 1961

[redacted]
[redacted] advised that his date of birth was [redacted] *2/12/1*

He advised that on March 5, 1961, he was contacted by [redacted] and informed of a job with Courtesy Motors, 4925 Indianapolis Boulevard, East Chicago, Indiana for the hire of drivers to transport cars from Chicago, Illinois, to Detroit, Michigan. [redacted] continued that he desired this type of employment at the time and traveled to the Courtesy Motor lot in East Chicago, Indiana, on Sunday afternoon of March 5, 1961, where he was met by other drivers approximately 15 in number, who had also been hired to assist in this car movement.

[redacted] stated that he, [redacted] and two other drivers together with an individual he believed was [redacted] traveled to the Sterling-Harris showroom on Cicero Avenue, at which point they then followed two individuals driving a Thunderbird to a storage lot located near Narragansett Avenue, Chicago. At this storage lot, [redacted] advised there were numerous 1960 and 1961 Fords parked on the lot and on the streets surrounding the lots, which unidentified persons, believed to be officials of Sterling-Harris Company, informed the hired drivers would be transported to an open lot in Waukegan, Illinois. [redacted] stated that after being assigned a unit, the drivers in convoy drove to a viaduct in Waukegan, Illinois, and at the foot of this viaduct turned right into an open field located next to a junk yard where the cars were parked under uniformed police supervision. He stated the drivers would then travel back to the storage lot near Narragansett where they were again assigned a unit for transportation to Waukegan.

[redacted] stated that on his fourth trip to Waukegan he, together with other drivers were arrested by the State Police in Northbrook, Illinois, for driving without license plates. He stated that after several hours, an individual unknown to him, but assumed to be some employee of Sterling-Harris, appeared at which time he paid the fines of the drivers.

On 5/17/61 at Griffith, Indiana File # IP 49-381

by SA [redacted] -laj Date dictated 5/23/61

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[] stated that if he recalled correctly, he had transported six cars from this storage lot to the open field in Waukegan on March 5 and 6, 1961. He stated that on the afternoon of March 6, 1961, he accompanied his brother, [] two other drivers and [] to Milwaukee in a 1959 Ford station wagon for the purpose of obtaining Hertz cars for return to Courtesy Motors by the drivers.

[] stated that after waiting several hours in the Ford station wagon with the other drivers, they decided to return to East Chicago, Indiana, since [] had not returned to the car.

[] advised that with the exception of the cars placed in the open field in Waukegan by himself and other drivers he had no knowledge as to the disposition of other Sterling-Harris autos. He stated that further he had no knowledge as to the arrangements between Courtesy Motors and Sterling-Harris Ford Company for the movement of these autos.

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He was displayed a photograph of FELIX ALDERISIO and he advised that this individual might possibly be identical to the individual who paid the fines for the drivers at the time of their arrest in Northbrook. He stated that he would not positively identify this individual unless he would see him in person.

He was displayed a photograph of LEO RUGENDORF and he positively identified this individual as the person in the Sterling-Harris storage lot who was taking serial numbers off of the Fords and assigning cars to the drivers.

[] stated he was paid in the amount of \$25.00 by check from Courtesy Motors for this employment on March 5-6, 1961.

Date May 26, 1961

[redacted]
[redacted] advised that his date of birth is [redacted]
[redacted]

He stated that he is a former employee of Courtesy Motors, 4925 Indianapolis Boulevard, East Chicago, Indiana, and has from time to time, transported Hertz cars for that company. He stated on 3/5/61 he appeared at Courtesy Motors Company and was informed by [redacted] co-owner, that the company was in need of individuals to transport cars in Chicago, Illinois. He advised he was available.

[redacted] stated that in the afternoon of 3/5/61, he, accompanied by [redacted] co-owner, of Courtesy Motors, together with other hikers, traveled from East Chicago, Indiana, to a storage lot of the Sterling-Harris Company near Fullerton Avenue in Chicago where they were informed by individuals unknown to [redacted] that they would be moving late model Ford automobiles to a location near Waukegan, Illinois.

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[redacted] advised that during the late evening hours of 3/5/61 and early morning hours of 3/6/61 he and approximately 15 other hikers who had come from East Chicago, Indiana, transported cars to an open field in Waukegan, Illinois, located at the bottom of a viaduct near a large junk yard. [redacted] recalled transporting six cars himself from this storage lot to the open field in Waukegan and identified them as new 1960 Fords and Ford Falcons.

He advised that on his fourth or fifth trip from the storage lot to the site in Waukegan, he together with other hikers driving these new cars in convoy were arrested in Northbrook, Illinois by the Illinois State Police for moving these automobiles without license plates. He stated that he and the other hikers remained in the Northbrook Police Station for approximately two hours when an unidentified individual described as being in his late 30's, 190 pounds, 5'7" tall, dark complexion, poorly dressed, appeared at the station and attempted to write a check paying the fines of these hikers. He stated that when this individual was unsuccessful,

On 5/15/61 at Hammond, Indiana File # IP 49-381
by SA [redacted] :cjb Date dictated 5/21/61

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he then paid cash which allowed the arrested hikers to continue in the car moving.

[] stated that he had no knowledge as to the location of any of the Sterling-Harris cars or the disposition of them with the exception of being placed on this open field in Waukegan. He recalled that uniformed officers whom he thought were from the Waukegan Police Department, assisted the hikers in the parking of these cars in this open field.

[] advised that three automobiles were used by Courtesy Motors to transport hikers from East Chicago to the storage lot in Chicago of Sterling-Harris. He stated car number 1 was a 1959 Ford Station Wagon, two door, brown in color, which he believed belonged to car hiker []. He described car number 2 as a 1955 two door Plymouth which he believed belonged to one of the [] brothers. He stated that he himself drove a 1959 Ford, four door, blue in color, which was property of Courtesy Motors.

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A photograph of [] was displayed to [] and he advised that this individual was possibly identical to the individual who paid the hikers' fine in Northbrook, Illinois. He was displayed a photograph of LEO RUGENDORF and he advised that this individual was identical to the person he believed was an official of the Sterling-Harris Company who was in the storage lot taking serial numbers off of the cars and assigning cars to the hikers.

[] stated that upon completion of this car moving, he was told by [] of Courtesy Motors to obtain the serial numbers off of all cars transported by the hikers. [] stated that he was the last hiker physically employed during this car move in view of the fact that he obtained the serial numbers off of all the cars in the open field in Waukegan transported there by the hikers. He recalled that he obtained the serial numbers from 113 different automobiles and thereafter turned this list over to [].

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[redacted] stated that about noon on 3/5/61, and while at the storage lot of Sterling-Harris, [redacted] informed [redacted] the two [redacted] brothers, and a hiker by the name of [redacted] that if they would accompany him to Milwaukee, Wisconsin, he would obtain cars from the Hertz Drive Yourself for return to Courtesy Motors. [redacted] stated that he and the other hikers named traveled with [redacted] to Milwaukee arriving there early afternoon, 3/6/61, and parking near a hotel, name unrecalled, located next to a Hertz Drive Yourself building. He stated that he and the other hikers remained in the car for several hours and when [redacted] failed to return, they left Milwaukee returning to Courtesy Motors, East Chicago, Indiana, approximately 2:00 AM, 3/7/61. b6 b7C

[redacted] stated that the following day he returned to Courtesy Motors and received a check in the amount of \$25.00 from [redacted] for payment for the moving of these cars.

Date May 27, 1961

[redacted]
[redacted] was born [redacted]

[redacted] He advised his [redacted] con-
tacted him on 3/5/61 informing there was a job available
transporting cars in Chicago, Illinois, through Courtesy
Motors Company, East Chicago, Indiana. [redacted] stated
he appeared at the Courtesy Motors Company lot in East
Chicago and was informed by unrecalled individuals, also
hikers, that a company in Chicago had several "rent a cars"
to move within the city of Chicago.

[redacted] stated he accompanied a [redacted]
a Courtesy Motors employee, in a 1959 Ford Station Wagon
together with hikers to the Sterling-Harris Company, located
on Cicero Avenue, Chicago, where they were directed to a
storage lot located near Fullerton Avenue. Upon arriving
at the storage lot, [redacted] noticed several mechanics
and persons believed to be associated with the Sterling-
Harris Company, together with other hikers from East Chicago,
Indiana, and East Chicago area. He stated mechanics were
raising hoods on a large number of new Ford automobiles and
he was informed by [redacted] that these cars were to be
moved to an open field near or in Waukegan, Illinois.

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[redacted] stated he was assigned a new 1961 Ford
Sedan and followed a convoy out of Chicago, Illinois, in
the direction of Waukegan. He recalled arriving at an
open field located near a junk yard in a city he believed
was Waukegan and there, under uniformed police supervision,
the cars were parked in the open field. He stated that
he and the other hikers were then returned in various auto-
mobiles to the storage lot where they again were assigned
automobiles, property of the Sterling-Harris Company for
transportation to this open field.

[redacted] stated that during 3/5 and 3/6/61 he
transported three automobiles and recalled them as a 1961
Ford Sedan, a 1960 Ford, and a 1961 Ford Falcon. He advised
that shortly after midnight, 3/6/61, while traveling through
Northbrook, Illinois in convoy with other hikers, he and
the other hikers were arrested for driving without license

On 5/15/61 at Griffith, Indiana File # TP 49-381

by SA [redacted] :cjb Date dictated 5/21/61

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plates. He stated that after being delayed about two hours, an unidentified individual he described as age 40, white, male, dark complexion and with a Jewish or Italian descent, appeared and paid the fine of the hikers with cash.

He stated that after continuing on to the open field with this third car he returned to the storage lot near Fullerton Avenue and then continued on to East Chicago, Indiana, in view of the fact that he had to work that day.

[redacted] stated that he had no knowledge of the disposition of other Sterling-Harris automobiles with the exception of the ones transported by he and other hikers from storage lot to the open field in Waukegan.

[redacted] upon observing a photograph of FELIX ALDERISIO, stated that he did not recognize this individual. Upon viewing a photograph of LEO RUGENDORF, he advised this person, he believed, was an official of the Sterling-Harris Company who was assigning automobiles in the storage lot near Fullerton Avenue.

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[redacted] stated that he was paid by check in the amount of \$15 by Courtesy Motors, East Chicago, Indiana, for his transportation of these three cars.

Date June 1, 1961

[redacted] advised that his date of birth was [redacted] in [redacted]. He advised that on March 5, 1961, his friend [redacted] of East Chicago, Indiana, advised him that the Courtesy Motors Company, 4925 Indianapolis Boulevard, East Chicago, Indiana was hiring drivers to transport cars in the Chicago area. He advised that he and [redacted] went to the Courtesy Motors lot, East Chicago, Indiana, on the afternoon of March 5, 1961, and they were driven in a 1957 Plymouth owned by [redacted] another driver, to a storage lot located near Fullerton Avenue, Chicago, Illinois, which storage lot was property of the Sterling-Harris Ford Company, Inc. [redacted] stated that he was instructed by unidentified individuals who he believed were officials of Sterling-Harris that each driver would be assigned a car and these drivers would then in convoy, travel to an open field on U. S. Highway 41 to Waukegan where the car would be parked. He stated that he was first assigned a 1961 Ford and followed others to this open field in Waukegan, Illinois, where the cars were parked. He stated that other individuals whom he did not know then transported several of the drivers back to the storage lot near Fullerton Avenue where they would again be assigned a car and make a return trip to Waukegan. [redacted] stated that he recalls transporting four cars in all from the storage lot in Chicago to Waukegan, Illinois. He advised that he had no knowledge as to the disposition of other cars by Sterling-Harris with the exception of those placed in the open field in Waukegan. [redacted] continued that he was one of the drivers arrested in Northbrook, Illinois for driving through the city without license plates on these cars. He stated that two individuals appeared and one of these persons who he did not know, by use of cash, paid the fines for the drivers so that they could continue in the movement of these cars. [redacted] stated that after this arrest he, together with [redacted] and [redacted] returned to East Chicago, Indiana and transported no other cars.

[redacted] stated that he had no information concerning the arrangements between Courtesy Motors and Sterling-Harris Ford regarding the moving of these cars.

He stated upon viewing a photograph of FELIX ALDERISIO that he could not identify this individual. Upon viewing a

On 5/18/61 at East Chicago, Indiana File # TP 49-381

by SA [redacted] -la-j Date dictated 5/24/61

IP 49-381

photograph of LEO RUGENDORF, [] stated that this man was identical to the individual in a leather jacket who drove a 1957 black Cadillac, whom he had seen at the storage lot in Chicago, Illinois, taking serial numbers off of the automobiles and assigning them to the drivers.

[] stated that he was paid in the amount of \$15.00 in check by Courtesy Motors for his assistance in the moving of these cars. He recalled that [] one of the [] Courtesy Motors, had given him this check. He stated that [] was identical to the individual who had returned he, [] and [] from Chicago to East Chicago, Indiana after each of them had transported four cars for Sterling-Harris from the storage lot to the open field in Waukegan, Illinois.

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b7C

Date June 1, 1961

[redacted] advised that his date of birth was [redacted] in [redacted]. He advised that on March 5, and 6, 1961, he, together with other drivers employed by the Courtesy Motors, 4925 Indianapolis Boulevard, East Chicago, Indiana, transported 1960 and 1961 Ford automobiles from the Sterling-Harris Ford, Inc., storage lot to an open field near or in Waukegan, Illinois. [redacted] stated that he had obtained this employment in view of the fact that on the afternoon of March 5, 1961, he had walked into the Courtesy Motors parking lot where he has worked from time to time as a part-time driver for them. He stated that he and approximately 15 other individuals, many of whom were not known to him, were at the Courtesy Motors lot in East Chicago, on this afternoon and they were transported to the Sterling-Harris storage lot in Chicago to assist in this car movement.

[redacted] stated that he was not sure what the arrangements between Courtesy Motors and the Sterling-Harris Ford, Inc., were in regards to this car movement. He stated that he had been informed from a source he could not recall that these cars had been sold by Sterling-Harris and were being moved for the benefit of the unidentified purchaser. [redacted] continued that he was one of the drivers arrested by the State Police in Northbrook, Illinois, and recalls a person whom he believed to be a Sterling-Harris employee paying the fines of the drivers so that they could continue their car moving. b6 b7C

[redacted] was displayed photographs of FELIX ALDERISIO and LEO RUGENDORF and he could not identify either individual as having been seen by him on March 5-6, 1961. He stated that the photograph of ALDERISIO somewhat resembled the person who had paid the fines for the drivers in Northbrook, however, he could not positively identify him.

[redacted] continued that on March 7, 1961, he obtained a check in the amount of \$30.00 from Courtesy Motors for the employment on March 5-6, 1961.

He stated that on March 5-6, 1961, he had transported six cars from the storage lot in Chicago to the open field in

On 5/17/61 at Hammond, Indiana File # IP 49 381

by SA [redacted] -laj Date dictated 5/23/61 b6 b7C

IP 49-381

Waukegan, Illinois, and had no information regarding the disposition of other Sterling-Harris cars with the exception of those taken to this open field.

Date June 1, 1961

[redacted] advised that he has been employed Courtesy Motors, 4925 Indianapolis Boulevard, East Chicago, Indiana, on occasions to wash and drive cars for that company. He advised that on March 5, 1961 he was informed by [redacted] at Courtesy Motors that Courtesy had contracted to move a number of cars in the Chicago area. [redacted] advised that he was interested in this employment and early in the afternoon of March 5, 1961, he traveled to a storage lot in Chicago, Illinois, property of Sterling-Harris Ford, Inc., and there was instructed by persons unknown to him that the cars on this lot and adjoining streets were to be transported to an open field in Waukegan, Illinois. [redacted] advised that if he recalls correctly, from March 5, 1961 through March 7, 1961, he transported six of these 1960 and 1961 Fords, property of Sterling-Harris to this open field in Waukegan. He advised that he had no information as to the arrangements between Courtesy Motors and the Sterling-Harris Ford Company and with the exception of the cars taken to this open field by he and other drivers, he had no knowledge as to the disposition of other Sterling-Harris cars.

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b7C

[redacted] advised that on his third or fourth trip to Waukegan, he, together with other drivers, were arrested by the Illinois State Police in Northbrook, Illinois, for driving without license plates. He stated that an individual approximately 45 years of age, white male, 150 pounds, who was poorly dressed, appeared and paid the fines for the drivers so that they could continue with the movement of these cars.

He was displayed a photograph of FELIX ALDERISIO and he advised that he did not know this individual and could not recall ever seeing him. He was displayed a photograph of LEO RUGENDORF and he advised that this individual was unknown to him.

[redacted] advised that he had returned to East Chicago, Indiana from this employment on the evening of March 6, 1961. He advised that he had been paid by check in the amount of \$45.00 by Courtesy Motors for this employment and other jobs he had done at the Courtesy Motor lot.

On 5/17/61 at East Chicago, Illinois File # TP 49-381

by SA [redacted] -la.j Date dictated 5/23/61 b6

b7C

Date June 2, 1961

B. APPROX. [redacted]

[redacted] furnished the following information:

He lives in the same apartment building as [redacted] for Courtesy Motors of East Chicago, Indiana. One Sunday, which may have been March 12, 1961, to the best of his recollection, [redacted] asked [redacted] if he wanted to drive some cars for Courtesy Motors and [redacted] accepted the offer. [redacted] allegedly had driven for Courtesy Motors on previous occasions picking up some cars from Hertz Rental System at Milwaukee, Wisconsin.

[redacted] went to Courtesy Motors lot in East Chicago about 1:00 PM on this Sunday. There were approximately 17 drivers there, and they were told that they were going to Chicago, Illinois. [redacted] and another representative of Courtesy Motors named [redacted] (LNU), accompanied these drivers to Chicago, and all traveled to Chicago in three cars. [redacted] rode in the 1959 Ford Station Wagon of [redacted] which was driven by [redacted]. There were seven in this car; however, [redacted] was the only other driver in the car whose name [redacted] could recall. [redacted] (LNU) of Courtesy Motors drove his car, a 1959 Ford, with a load of drivers. Another fellow, name unknown, drove another load of drivers in a 1957 Plymouth.

[redacted] led the way in the 1959 Ford Station Wagon and stopped and made a telephone call after they had arrived in Chicago. Following this telephone call, they proceeded to a lot on or near North Cicero Avenue in Chicago, adjoining a Coca Cola Plant where a large number of 1960 and 1961 Fords and Falcons were parked. There were three men in business suits there who apparently were in charge of the operation and there were approximately four other men checking the serial numbers and starting the cars. There appeared to be approximately ten or twelve other drivers at the lot in addition to the drivers there from Courtesy Motors.

The drivers were told to each drive a car from this lot and to follow these men who appeared to be in charge of the project. One of the lead cars used was a 1961 Ford panel truck. The drivers followed these lead cars to what appeared to be a farm field next to a small junk yard near Waukegan, where cars were left.

On 5/18/61 at East Chicago, Ind. File # IP 49-381by SA [redacted] /kam Date dictated 5/24/61

IP 49-381
CBD/kam

[] identified a photograph of LEO RUGENDORF as one of the men at the storage lot in Chicago, Illinois who had led the drivers on the first trip to Waukegan, Illinois. On their return trip from Waukegan, Illinois to Chicago, Illinois, this group of drivers and RUGENDORF, stopped at the location of some Ford dealership in Chicago, Illinois, name and address unknown, where the man identified by [] as RUGENDORF, got out of the Ford panel truck and left the drivers. The drivers then proceeded back to the storage lot without this individual and continued to transport these cars to the lot near Waukegan, Illinois.

On the third trip from Chicago to Waukegan, the drivers were stopped and arrested by the Illinois State Highway Police for various traffic violations. [] was charged with driving without chauffeur's license; driving without driver's license; driving car without license plates. His bond was set at \$160. [] estimated the total bond set for all the drivers at approximately \$760. One of the convoy leaders, name unknown, put up the total bond set for all the drivers, after which the drivers were released. [] assumed this man was connected with Sterling-Harris Ford Agency for whom he had learned there that they were transporting these cars. [] noted that when the drivers had first begun transporting the cars from the Chicago storage lot to Waukegan, Illinois, they had been advised by the men in charge that if they should be stopped by police, they were to inform the police they were hauling these cars for Sterling-Harris Ford Agency. He described the man who had put up the bond money as white, tall, grey hair, about 58 - 60 years of age.

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The drivers continued transporting the cars and completed the transportation of the cars to the lot near Waukegan, Illinois, at approximately 3:00 PM, Monday. At that time, approximately eight of the drivers recorded the serial numbers of the cars that had been transported to the Waukegan lot and this list was turned over to []

[] stated he personally had transported six cars from Chicago to Waukegan, Illinois. He stated that it was his recollection that a total of approximately 115 cars were transported from the Chicago lot to the Waukegan lot.

IP 49-381
CBD/kam

After completion of this transportation of cars, [] and the other drivers who had originally made the trip to Chicago in the station wagon with [] with the exception of [] who had returned to East Chicago, earlier, proceeded to Milwaukee, Wisconsin. There, they parked near some hotel where [] left them for approximately two hours. Subsequently, they went to some Chevrolet Agency where they were supposed to obtain a car for return to Courtesy Motors; however, they learned the car was not there. They left [] at this unknown hotel and returned to East Chicago, Indiana without him, arriving at East Chicago about 10:00 PM Monday night.

On the following morning, Tuesday, [] went to the Courtesy Motors Office in East Chicago and received a check in the amount of \$25 from BILL (LNU) of Courtesy Motors for his services in transporting cars.

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Photograph of FELIX ALDERISIO was shown to [] however, he stated he is not acquainted with this person and he did not see him at any time while he was transporting the Sterling-Harris cars.

[] stated that none of the Sterling-Harris cars were brought back to Courtesy Motors, and that none of them were known to have been transported anywhere else except the storage lot near Waukegan, Illinois. He declared that COURTESY MOTORS was not known to have purchased any Sterling-Harris cars, and asserted that he had no knowledge regarding any other disposition of Sterling-Harris cars. He stated he did not know what arrangements Courtesy Motors had made with Sterling-Harris Ford Agency regarding the compensation for transporting these cars. He declared that he had no information indicating that Courtesy Motors had any connection with Sterling-Harris in this matter other than providing drivers for the transportation of cars.

FEDERAL BUREAU OF INVESTIGATION

Date June 2, 1961

[redacted]
[redacted] furnished the following information:

One Sunday in March, 1961, [redacted]
[redacted] located at [redacted]
East Chicago, Indiana. There an acquaintance named [redacted]
[redacted] and a man named [redacted] (Last Name Unknown), who is an
employee of Courtesy Motors of East Chicago, Indiana, asked
him if he wanted to go to Chicago, Illinois and drive some cars.
[redacted] agreed to do this and accompanied them to Courtesy Motors
lot in East Chicago, Indiana. Subsequently, three carloads of
drivers left the Courtesy Motors lot about 2:00 P. M. that
Sunday afternoon and proceeded to Chicago, Illinois. [redacted]
rode in the car owned by [redacted] which car was driven by a
car salesman of Courtesy Motors, named [redacted] (Last Name Unknown).
They drove to the Sterling-Harris Ford Agency in Chicago, Illinois,
where they stopped, however, [redacted] did not get out of the car.
From here, they went to a car storage lot on the north side of
Chicago, Illinois, address not recalled. This was a fenced-in
lot located across the street from a restaurant.

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[redacted] estimated that there were about 150 cars on this
storage lot consisting of 1960 and 1961 model Fords and Falcons.
There were approximately 10 or 15 other drivers at this lot when
the drivers from East Chicago arrived. Some other men at this
lot had the motors running on the cars in the lot and brought
these cars out of the lot to the street for the drivers to take.

Some fellow driving a white 1959 Falcon with dealer's
plates led the drivers of these stored cars to their destination.
The cars were driven to Waukegan, Illinois, to an open field,
where two policemen in a peace car directed the drivers into
this field.

[redacted] delivered four cars from the lot in Chicago to the
lot in Waukegan, Illinois. On one of these trips, he and the
other drivers were arrested on an expressway by the Illinois
State Highway Police near some small town, name not recalled.
[redacted] and the other drivers were taken to the nearby Illinois
State Police Post where they were booked. [redacted] was charged with

On 5/23/61 at East Chicago, Indiana File # IP 49-381

by SA CHARLES B. DEVITT, JR.-djs Date dictated 5/30/61

IP 49-381

driving without state license plate and driving without a chauffeur's license. His bond was set at \$60.00. The fellow who was driving the white 1959 Falcon, accompanied by another man, name unknown, put up the bond for [] and the other drivers.

[] pointed out that he and the other drivers, to the best of his observation, had not used any dealer's plates while they were transporting these cars. The man in the white Falcon instructed them before they started transporting these cars that they were to tell anyone who inquired that they were driving these cars for Sterling-Harris Ford Agency.

[] was of the opinion that all cars that had been stored on the Chicago lot were moved from that lot to the Waukegan lot. He advised that none of the cars, to his knowledge, was moved or transported to any other location.

[] informed that they completed the transportation of the cars from Chicago to Waukegan during the late morning of the following Monday. He and [] and five or six other drivers left Waukegan, Illinois about 12:00 noon on Monday, and drove to Milwaukee, Wisconsin. They took [] to some unknown hotel in Milwaukee allegedly to see a man about bringing back two or three used cars from some car lot for Courtesy Motors at East Chicago, Indiana. While they were in Milwaukee, they went to one car lot to get a 1957 Chevrolet, however, the car was not there. They left this car lot and went back to the hotel, however, they could not locate [] in the vicinity of the hotel, so [] and the other drivers departed from Milwaukee without [] en route to East Chicago, Indiana. They left Milwaukee approximately 9:00 P. M. Monday night and arrived at East Chicago, Indiana at approximately 11:00 P. M. that same night.

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[] recalled that there were two more men in a 1960 or 1961 Cadillac convertible with a blue body and white top who had been in touch with the man driving the 1959 White Falcon at the Chicago storage lot. He stated that he had not known the names of these men. He stated that another unknown man, driving a 1960 or 1961 Ford All Purpose Station Wagon, had assisted in leading these drivers during the transportation of the cars from Chicago to Waukegan, Illinois.

IP 49-381

[] stated that he received payment of \$25.00 by check from Courtesy Motors on the following Wednesday. He stated that, to his knowledge, the only connection that Courtesy Motors had with the movement of the cars from Chicago, Illinois to Waukegan, Illinois, was the providing of the drivers for the movement of these cars. He declared that Courtesy Motors was not known to have purchased any of these cars from Sterling-Harris and he advised that he had no information concerning any other disposition of cars from the Sterling-Harris Ford Agency. He declared that he had no information concerning the financial arrangements between Courtesy Motors and Sterling-Harris regarding the transportation of these cars. Photographs of LEO RUGENDORF and FELIX ALDERISIO were exhibited to [] however, he stated that he did not recognize these photographs as being identical with any of the men that he had observed either at Chicago, Illinois or at Waukegan, Illinois, while these cars were being transported for Sterling-Harris.

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Date May 29, 1961

[redacted] residence address of [redacted] advised that he is [redacted] and is employed [redacted] Courtesy Motor Sales of East Chicago, Indiana. He furnished the following additional information:

[redacted] used car salesman, Courtesy Motor Sales, contacted him on a Saturday during the first part of March, 1961, and told [redacted] that he wanted him to report to work the following day to drive some cars for a car rental agency. [redacted] told [redacted] that he needed additional drivers whereupon [redacted] induced [redacted] who also resides at [redacted] to drive cars.

Subsequently on the following day, Sunday, about noon, approximately fourteen or fifteen drivers met at the lot of Courtesy Motor Sales in East Chicago, Indiana. [redacted] and [redacted] of this used car firm, accompanied the drivers to Chicago, Illinois. [redacted] drove [redacted] car. They proceeded to Chicago, Illinois to a fenced in automobile storage lot, address unknown, located on the north side of Chicago. [redacted] estimated that there were approximately 150 cars on this lot consisting of 1960 and 1961 Fords and Falcons. A couple of men in business suits were at the lot and appeared to be in charge of the operation, and some other drivers were there. The cars were brought off the lot by the other drivers to the street to facilitate transportation of these cars by the drivers from Courtesy Motor Sales. Each driver was given a card or sticker for the windshields of the cars to be transported, which stickers bore the name of the J.R. Company or some such similar name. [redacted] instructed the drivers to follow him and they transported cars to a lot at Waukegan, Illinois, where two uniformed policemen were directing the cars into the lot. This lot appeared to be a vacant lot and no office building or place of business

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On 5/22/61 at East Chicago, Indiana File # IP 49-381
by SA CHARLES B. DEVITT, JR.-jrm Date dictated 5/27/61

IP 49-381

was observed in connection with this lot.

[redacted] made two or three trips from Chicago to this storage lot at Waukegan, Illinois transporting these cars. On the second trip he and the other drivers transporting these cars were arrested by the Illinois State Highway Patrol at some little town in Illinois charged with driving these cars without proper license. [redacted] was released under \$20 bond at the Illinois Highway Patrol Station. He was unable to recall the name of this town where the station was located. It was his recollection that all of the drivers transporting cars were arrested at this same time. [redacted] declared that he had been required to wait at the Highway Patrol Station for approximately one hour before bond was made for him. He stated that he did not know the identity of the individual who had made the bond for him and the other drivers. He stated that the man who had put up the bond for the drivers was a stranger to him and he had just gotten a brief glimpse of him and was not able to furnish a physical description of him.

[redacted] informed that when they were transporting these cars, [redacted] had told him and the other drivers that these cars were being transported from the Sterling-Harris Ford Agency to a leasing company in Waukegan, Illinois. [redacted] stated that after making two or three deliveries, he had returned to East Chicago with [redacted] with three or four other drivers, arriving at East Chicago about 5:30 AM Monday morning.

[redacted] stated that he did not know how many cars had been delivered by the drivers from Courtesy Motor Sales from the storage lot in Chicago to the storage lot at Waukegan, Illinois. He declared that to his knowledge, no cars were transported to any other point or destination other than the storage lot in Waukegan, Illinois. He declared that he had no information indicating that Courtesy Motor Sales or anyone else had purchased any cars from Sterling-Harris Ford Agency. He declared that it was his understanding that the only connection Courtesy Motor Sales had with these cars of Sterling-Harris Ford Agency was merely the providing of drivers for the transportation of the cars from the storage lot in Chicago to the storage lot at Waukegan, Illinois, presumably for a leasing company.

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IP 49-381

Photographs of FELIX ALDERISIO and LEO RUGENDORF were shown to [redacted] however, he stated that he is not acquainted with these individuals and declared that he had not seen them at any time while he was transporting cars from the Chicago lot to the storage lot at Waukegan, Illinois. [redacted] advised that he was paid in the amount of approximately \$20 by Courtesy Motor Sales on the following Saturday for his services in transporting these cars.

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Date June 2, 1961

[redacted] advised that he is employed as a crane operator at the Inland Steel Company, East Chicago, Indiana. He advised that, in the past, he has done some part-time work for Courtesy Motors of East Chicago, Indiana, such as going to other cities and driving cars which Courtesy Motors has purchased.

[redacted] furnished the following additional information:

One Saturday night, date not recalled, but which was during the latter part of February or first part of March, 1961, [redacted] of Courtesy Motors of East Chicago, telephoned [redacted] and told [redacted] that Courtesy Motors had some cars at Detroit, Michigan, to be picked up the following day, and some more drivers were needed. [redacted] asked [redacted] to secure some additional drivers. [redacted] agreed to meet [redacted] at the Courtesy Motors car lot in East Chicago on the following day. In addition, [redacted] contacted some other young fellows who hang around the Standard Service Station located at Deodar and Columbus Drive in East Chicago, Indiana, and obtained five of these fellows who agreed to drive cars.

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[redacted] reported to the lot of Courtesy Motors at East Chicago, Indiana on the following Sunday morning and there were approximately 15 drivers there. At that time, [redacted] told the drivers that they were going to Chicago, Illinois to drive some cars. The drivers left the lot about 1:00 P. M. en route to Chicago. After [redacted] had allegedly received a telephone call from [redacted] one of the owners of Courtesy Motors, advising [redacted] where the drivers were supposed to go.

There were three carloads of drivers that made the trip to Chicago, Illinois. They were accompanied by [redacted] and [redacted] of Courtesy Motors. Arriving in Chicago, Illinois, [redacted] stopped some place in north Chicago and left the drivers waiting there for him for approximately 20 minutes. [redacted] returned to the drivers accompanied by another unknown man, and they then proceeded to a car storage lot located approximately six blocks away. This was a fenced-in lot, address unknown, located across the street from a restaurant in north Chicago.

On 5/29/61 at Hammond, Indiana File # IP 49-381

by SA CHARLES B. DEVITT, JR.-djs Date dictated 5/29/61

IP 49-381

There were approximately 10 other drivers at this storage lot. In addition, there appeared to be several colored mechanics checking and starting the cars that were stored on this lot. There were also two men dressed in business suits who appeared to be in charge of this operation. [] estimated that there were possibly 200 cars stored on this lot consisting of 1960 and 1961 model Fords and Falcons.

The drivers received instructions at this storage lot that they were to tell anyone who inquired of them that they were moving cars for the Sterling-Harris Ford Agency. Some of the drivers were given a piece of paper bearing the name of the person to be contacted if any question arose concerning the cars that they were to move. [] stated that he did not recall the name that appeared on this piece of paper.

[] led a group of these drivers to the intersection of Highways 20 and 41 near Waukegan, Illinois. The cars were delivered here to a big open field where there were three or four uniformed policemen directing the drivers. There were also two men wearing business suits who were there appearing to be supervising the operation.

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Following the delivery of one car to this lot, near Waukegan, Illinois, [] returned to the car storage lot in Chicago, Illinois where he picked up the personal car of one of the other drivers from Courtesy Motors and returned alone in this car to East Chicago, inasmuch as he had to report to work at the Inland Steel Plant at midnight. He arrived in East Chicago, Indiana at approximately 10:30 P. M. that Sunday night.

[] stated that when the drivers had arrived in Chicago, Illinois, at the car storage lot in north Chicago, [] had inquired of [] as to where the cars were to be taken. [] replied that the cars were to be taken to Waukegan, Illinois, after which, later in the week, the cars were supposed to go to another lot of the Sterling-Harris Company in Milwaukee, Wisconsin.

[] stated that, to his knowledge, no cars were delivered from the Chicago storage lot to any place other than the storage lot near Waukegan, Illinois. He declared that he had no information indicating that any cars from Sterling-Harris had been sold to Courtesy Motors or to any other outlet. He stated

at he had no information concerning the disposition of any of the cars of Sterling-Harris. [] stated that, to his knowledge, the only connection that Courtesy Motors had with this operation was simply the providing of drivers for the moving of these cars from Chicago to Waukegan, Illinois. He informed that he received \$6.00 for his services from [] on the following day. He stated that he had no information concerning the payment that Courtesy Motors was to receive for the moving of these cars and declared that it was his understanding from subsequent contacts with the employees at Courtesy Motors that Courtesy Motors had not been paid for the moving of these cars. Photographs of LEO RUGENDORF and FELIX ALDERISIO were exhibited to []. He stated that he is not familiar with these names, and he was unable to identify the photograph of RUGENDORF. He stated that the photograph of FELIX ALDERISIO looked somewhat similar to one of the men who had been wearing a business suit at the storage lot in Chicago, Illinois, and who appeared to be the one in charge of the operations there. He stated that he could not make a positive identification, however, he declared that this photograph bore a considerable resemblance to one of the men who had been at the Chicago lot.

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EX-114

REC-11 172

FEDERAL BUREAU OF INVESTIGATION

Reporting Office MILWAUKEE	Office of Origin CHICAGO	Date 6/13/61	Investigative Period 5/31 - 6/8/61
TITLE OF CASE STERLING - HARRIS FORD INC. ETAL		Report made by SA 	Typed By: ah
		CHARACTER OF CASE NBA	

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b7CREFERENCES

Report of SA dated 5/23/61 at Milwaukee;
Chicago airtel to Milwaukee dated 6/1/61 (inter-office);
Milwaukee airtel to Chicago dated 6/6/61 (inter-office);
Milwaukee airtel to Chicago dated 6/7/61 (inter-office);
Chicago airtel to Milwaukee dated 6/8/61 (inter-office).

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b7CLEADSTHE CHICAGO OFFICEAt Chicago, Illinois

1. Will determine whether has been able to furnish more detailed information regarding the plan of the participating parties, namely, and to dispose of the automobiles involved in this matter.

Approved <i>[Signature]</i>	Special Agent In Charge	Do not write in spaces below	
Copies made: ③ - Bureau (49-15138):(RM):(AM) 3 - Chicago (49-2290):(RM) (1 - USA, Chicago) 5 - Milwaukee (26-10812)		47-15138-39	REC-25
		25 JUN 15 1961	EX-116

DISSEMINATION RESTRICTED TO JUSTICE DEPARTMENT

1 CC RAO
1 cc Chicago
Rochester
6-16-61
[Signature]

[Signature]

[Signature]

55 JUN 21 1961

2. Will ascertain whether [redacted] has been able to recall the names of or identify the additional persons present at the meeting in the Schroeder Hotel at Milwaukee, Wisconsin on March 6, 1961, besides [redacted] LEO RUGENDORF, [redacted] and whether the additional persons are known or believed to be from Chicago, Illinois.
3. Will, if any of the other individuals present at the meeting have been tentatively identified, furnish photographs of suspects, in order that they may be shown to [redacted] and [redacted] and other possible witnesses.
4. Will, if no further identification of additional persons present at the meeting has been made, furnish names and photos of any logical suspects who might have been in attendance at the Schroeder Hotel on March 6, 1961.
5. Will furnish photographs of [redacted] and [redacted] for exhibiting to witnesses for identification. If photographs of [redacted] are not available, consideration should be given to checking of military records, license bureaus, and other logical sources, to obtain photographs of [redacted]
6. Will ascertain from [redacted] whether #1742 was the room used for meeting at Schroeder Hotel, instead of Room #1744. It is to be noted that #1742 was registered to a [redacted] Waukegan, Illinois on March 6, 1961.
7. Will contact appropriate CIs and PCIs for the purpose of determining individuals present at meeting at Schroeder Hotel, Milwaukee, Wisconsin on March 6, 1961 and other details regarding what might have transpired at the meeting.

Above leads set out by Milwaukee communication to Chicago dated June 7, 1961.

THE MILWAUKEE OFFICE

At Madison, Wisconsin

Will cause to be searched through the records of the MVD the VIN numbers of cars formerly belonging to Sterling-Harris, which have not yet been located.

At Thorp, Wisconsin

Will, when photographs of [] and other possible suspects are furnished by the Chicago Office, display photographs to [] for possible identification. Will also determine whether he has any further information regarding instant investigation.

At Wausau, Wisconsin

Will, when photographs of [] and other possible suspects are furnished by the Chicago Office, display photographs to [] for possible identification. Will also determine whether he has any further information regarding instant investigation.

At Milwaukee, Wisconsin

1. Will, when photographs of [] and other possible suspects are furnished by the Chicago Office, display photographs to employees of the Schroeder Hotel for possible identification.
2. Will, through logical informants, attempt to ascertain further details regarding the meeting which occurred at the Schroeder Hotel, Milwaukee, Wisconsin on March 6, 1961, involving the car of Sterling-Harris Ford Inc.

ADMINISTRATIVE

Three copies of this report are being designated for the Bureau in keeping with previous request.

INFORMANTS

[] and [] who are well versed with hoodlum matters in the Milwaukee area, were contacted on 6/3/61 and 6/6/61 respectively, by SA JOHN H. GASSAWAY, with negative results.

[] also familiar with hoodlum matters in the Milwaukee area, was contacted on 6/7/61 by SA JAMES E. McARDLE, at which time, [] advised that he had heard that there was a meeting of Wisconsin and Chicago, Illinois people, relative to the Sterling-Harris cars, but that he had not heard who attended this meeting. [] stated that he doubted very much that "MILWAUKEE PHIL" ALDERISIO was at this meeting in March, 1961, because [] had no recollection of seeing him in the Milwaukee area since early January or possibly February of 1961. He stated []

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Chicago

Report of:
Date:SA [REDACTED]
June 13, 1961

Office: Milwaukee

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Field Office File No.: MI 26-10812

Bureau File No.: 49-15138

Title: STERLING - HARRIS FORD INC.
ETAL

Character: NATIONAL BANKRUPTCY ACT

Synopsis:

JAMES DE GEORGE, Hancock, Wisconsin, advised he never had any dealings with Sterling-Harris Ford Inc. of Chicago, Illinois, has never purchased a car from that Ford agency and knows of no one who has made any such purchase from Sterling-Harris Ford Inc. of Chicago, Illinois. [REDACTED] Thorp Finance Company, Thorp, Wisconsin, was contacted in early March, 1961 by [REDACTED] auto dealer in Thorp, Wisconsin, at which time, [REDACTED] advised he had the opportunity of purchasing about 200 autos for approximately \$300,000. [REDACTED] told [REDACTED] that it would be necessary to make certain the automobiles were free and clear of any incumbrances. [REDACTED] at a later date advised [REDACTED] that he had "packed away" from the deal.

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DETAILS:

At Hancock, Wisconsin

Date June 5, 1961

WISC.
JAMES DE GEORGE, Route 2, Hancock, advised that he has never had any dealings with the Sterling-Harris Ford Agency in Chicago, has never bought any cars from that agency and knows no one that has bought any. He stated he "knew about" the fact that a number of cars were being sought, which were disposed of by this agency and when asked how he knew about it replied that he "read it in the paper." [redacted] WISC.

DE GEORGE states he does not own any 1960 or 1961 Ford cars of any kind, nor does his son, VINCENT DE GEORGE, who resides with him, nor do any of his employees on the Triple D Ranch in Hancock, WISC.

He exhibited certificates of registration for a 1948 Ford tractor, a 1952 Ford tractor, a 1955 Ford truck, a 1952 Ford truck, a 1950 Ford truck, a 1948 Willys truck, a 1946 Willys Truck, a 1947 Willys truck, a 1945 Chevrolet truck and a 1960 Cadillac sedan, which he stated are all the automobiles he owns. b6 b7C

He stated his employees at the Triple D Ranch are [redacted] He stated the first two named reside at the ranch, while [redacted] resides at Route 2, Hancock, and [redacted] resides at Arkdale, Wisconsin.

He stated that when not at the Triple D Ranch he resides with his wife, [redacted] and that she does not have a car. WISC.

On 6/1/61 at Hancock, Wisconsin File # MI 26-10812

by SA JOHN D. O'CONNELL and
SA JAMES H. BREWSTER/ef Date dictated 6/1/61

Date June 5, 1961

[redacted] Triple D Ranch, Route 2, Hancock, advised that he knew of no one associated with that ranch having purchased a car from Sterling-Harris Ford, Inc., and that no one connected with the Ranch owns a 1960 or 1961 Ford.

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He stated that JAMES DE GEORGE, owner of the ranch, resides in Chicago with his wife, [redacted] but spends considerable time at the ranch. He stated that their only living son, VINCENT DE GEORGE, age 22 and single, lives most of the time at the ranch. He stated VINCENT does not presently operate a car, but until about the last week of May, 1961, had a 1957 Chevrolet which he sold to a nearby farmer in Hancock. He stated that the trucks owned by JAMES DE GEORGE in use at the ranch were purchased mainly at the Roberts Motor Company, Friendship, Wisconsin, but he recalled that a 1952 F8 tractor had been obtained by DE GEORGE from the Willett's (phonetic) Transfer Company in Chicago, and that one other truck had also been purchased in Chicago from some cartage company.

On 5/31/61 at Hancock, Wisconsin File # MI 26-10812
by SA [redacted] and SA JAMES H. BREWSTER/ef Date dictated 6/1/61

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MI 26-10812
TJG:sem

The following investigation was conducted by SA
THOMAS J. GRAHAM.

On May 8, 1961, [redacted]
Thorp Finance Company, Thorp, Wisconsin, was telephonically
contacted, at which time he advised that he recalled
being contacted in early March, 1961, by [redacted]
[redacted] a Ford dealer at Thorp, Wisconsin. He
said that [redacted] had told him that he had an
opportunity to purchase approximately 200 units of
1961 Ford automobiles at approximately \$300,000, but
that he needed this money quickly. He said that he
recalled that this conversation took place by phone
on a Friday night and that [redacted] had informed
[redacted] that since the amount of money involved
was a considerable amount, it would be necessary to
take this matter up with [redacted]
[redacted] the Thorp Finance Company. [redacted] added
that he had asked [redacted] if he knew the owners
of the cars and where the automobiles were, but he
said that he was informed by [redacted] that he did
not know the men, but was to meet them later and that
he would check on the automobiles. He also told
[redacted] that it would be necessary to make certain
that the automobiles were clear and free of any
incumbrances and that it would be necessary to trace
their origin from the Ford Motor Company, before the
Thorp Finance Company would probably enter into any
agreement with him.

[redacted] advised that he told [redacted] that he would
discuss this matter with [redacted] who at
that time was out of town, and that [redacted] would prob-
ably contact him at a later time.

[redacted] advised that he talked to [redacted] about this
transaction and that [redacted] said that he would call
[redacted] regarding this deal. He said that he
learned from [redacted] that he had contacted [redacted]
and had told him that Thorp Finance Company would
furnish the money for this transaction, but that
before it would do so, it was necessary to make
certain that the automobiles were free of any incumbrances.

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MI 26-10812

[] stated that neither he nor [] talked to the individuals who were supposed to have the automobiles in this case. He said that they knew nothing about them other than the information furnished by [] whom he met several days later in the post office at Thorp, Wisconsin. He added that on this occasion, he asked [] as to whether he had obtained any information concerning the car deal. At this time [] told him that he had 'backed away' from the deal and that the individuals who were involved were "thugs".

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F B I

Date: 6/9/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO : DIRECTOR, FBI (49-15138)
FROM : SAC, CHICAGO (49-2290)
SUBJECT: STERLING-HARRIS FORD, INC.,
ET AL
NBA

Forwarded herewith are three copies of the
report of SA [] dated 6/9/61, at Chicago.

b6
b7C

Report is submitted in lieu of weekly summary
airtel.

GALE

C

cc: Wick

3 - Bureau (Encls. 3)
1 - Chicago

TFK/jjm
(4)

REC-22

EX-105

49-15138-40
JUN 14 1961

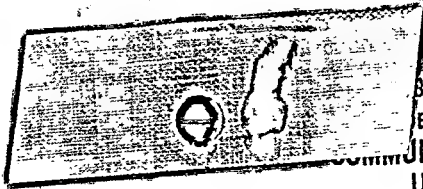
Approved: _____

Special Agent in Charge

Sent _____ M Per _____

56 JUN 19 1961

NA
1-15
man



BUREAU OF
DEPARTMENT OF
COMMUNICATIONS

JUN 14 1961

TELETYPE



Mr. Tolson	_____
Mr. Belmont	_____
Mr. Mohr	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

W. G. Smith

ca
man

URGENT 6-13-61 11-40 PM CLM

TO DIRECTOR, FBI /49-15138/

FROM SAC, CHICAGO /49-2290/ 1P

STERLING DASH HARRIS FORD, INC., ET AL, NBA.

SUBPOENAED [REDACTED] WAS TAKEN [REDACTED]

[REDACTED] AT WHICH TIME [REDACTED] INSTRUCTED [REDACTED] TO [REDACTED]

[REDACTED] RESCHEDULED FOR GRAND JURY [REDACTED] ACCORDING

TO ASSISTANT TO USA [REDACTED] AT WHICH TIME [REDACTED]

BUREAU

WILL BE ADVISED OF ALL DEVELOPMENTS.

END AND ACK PLS

25 JUN 15 1961

HOLD

63 JUN 19 1961

SPK
J. Edgar Hoover

b3
b6
b7C

NO 37
10
6/14/61

FEDERAL BUREAU OF INVESTIGATION
DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
JUN 14 1961

TELETYPE

URGENT 61-14-61 M 6-14-61 8-39 PM CLM

TO DIRECTOR FBI /49-15138/

FROM SAC, CHICAGO /49-2290/ 1P

STERLING-HARRIS FORD, INC., ET AL, NBA. FOR BUREAU/S INFORMATION

AUSA [] ADVISED [] THE FOLLOWING []

[] APPEARED BEFORE FEDERAL GRAND JURY AND []

[]

[]

[] WILL APPEAR BEFORE FEDERAL JUDGE

[] AT WHICH TIME THEY WILL BE DIRECTED

[] BUREAU WILL BE KEPT ADVISED

PERTINENT DETAILS.

END AND ACK AND HOLD
9-40 PM OK FBI WA RAM

EX-116

REC-3/ 49-15138-412

25 JUN 15 1961

cc Gillespie

(SIX)

JUN 14 8 11 PM '61

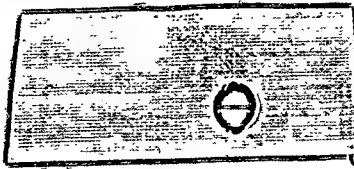
JUN 12 8 55 AM '61

63 JUN 19 1961

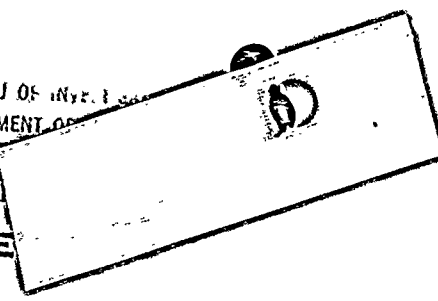
- Mr. Tolson
- Mr. Belmont
- Mr. Mohr
- Mr. Callahan
- Mr. Conrad
- Mr. DeLoach
- Mr. Evans
- Mr. Malone
- Mr. Rosen
- Mr. Sullivan
- Mr. Tavel
- Mr. Trotter
- Tele. Room
- Mr. Ingram
- Miss Gandy

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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
JUN 16 1961
TELETYPE



Mr. Tolson	_____
Mr. Belmont	_____
Mr. Mohr	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

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TO DIRECTOR, FBI /49-15138/

FROM SAC CHICAGO /49-2290/ 2P

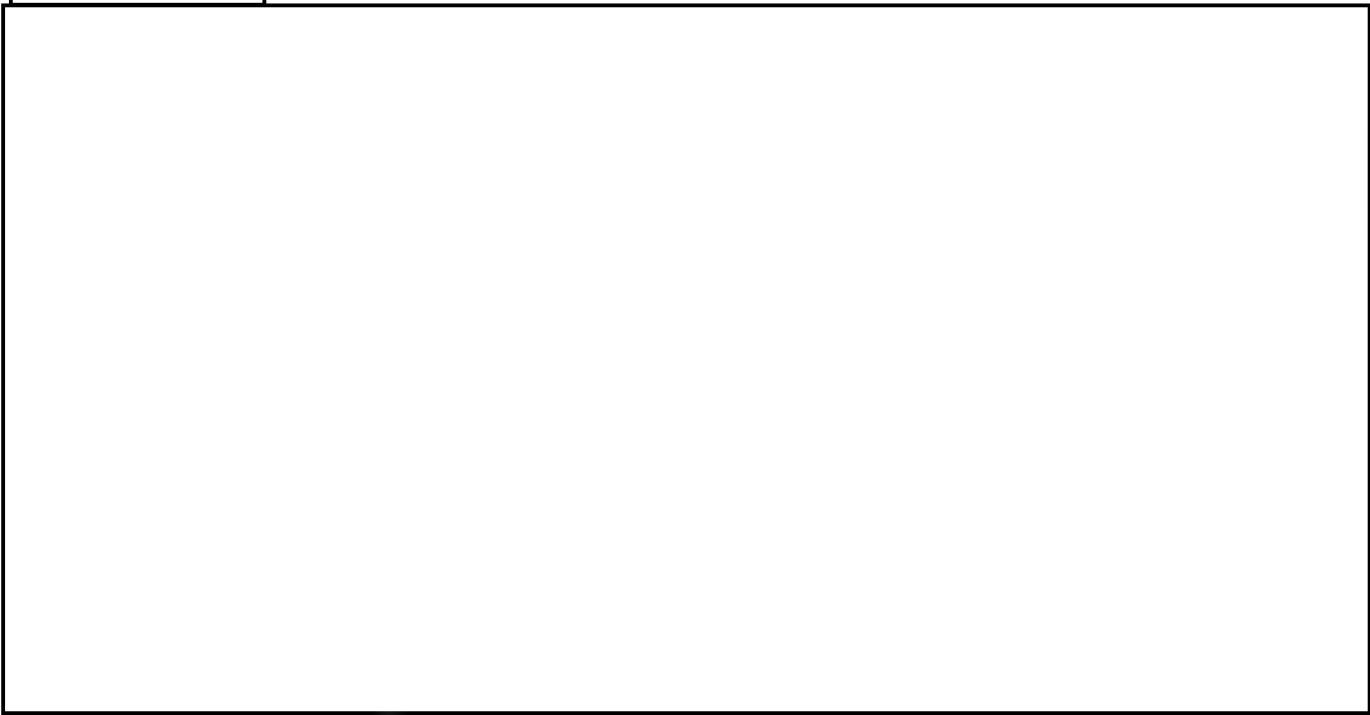
STERLING DASH HARRIS FORD, INC., ET AL, NBA. REMYTEL SIX FIFTEEN b3 .

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AUSA [] ADVISED THAT [] THE FOLLOWING []

Handwritten initials

[] BEFORE FEDERAL JUDGE []



END PAGE ONE 31 JUN 61 EX-116 REC-92 49-15138-43

DIVISION
GENERAL INVESTIGATIVE
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57 JUN 21 1961

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12 JUN 19 1961

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BY ATTORNEY FOR

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BUREAU WILL BE KEPT ADVISED OF DEVELOPMENTS.

END AND ACK PLS

WA S 6-05 PM OK FBI WA NH

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U.S. DEPT. OF JUSTICE
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DIVISION
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FEDERAL BUREAU OF INVESTIGATION
DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
JUN 19 1961

TELETYPE

REC-44
REC-96

Mr. Tolson	_____
Mr. Belmont	_____
Mr. Mohr	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

M. J. [unclear]
J. [unclear]

URGENT 6-19-61 6-59 PM CLM
TO DIRECTOR, FBI /49-15138/
FROM SAC, CHICAGO/49-2290/ 1P

OSTERLING DASH HARRIS FORD, INC., ET AL. NBA. REMYTEL SIX SIXTEEN
LAST. AUSA [redacted] CHICAGO, ADVISED THAT [redacted]

[redacted]
[redacted]

[redacted] AUSA [redacted] ALSO [redacted]
[redacted]

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[redacted] WILL ISSUE ANOTHER FGJ SUBPOENA REQUIRING [redacted]
[redacted] IF [redacted]
[redacted] WILL THEN ASK FOR [redacted]

[redacted]

END AND ACK PLS

8-01 PM OK FBI WA RZ XXX RAM

TU DISC

62 JUN 27 1961

127 de [unclear]

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FEDERAL BUREAU OF INVESTIGATION

Reporting Office CHICAGO	Office of Origin CHICAGO	Date 6/9/61	Investigative Period 5/5 - 6/8/61
TITLE OF CASE STERLING-HARRIS FORD, INC., ET AL		Report made by SA 	Typed By: JJM
		CHARACTER OF CASE NBA	

REC-62 6, 7, 8, 9, 11,
12, 14, 15, 18, 19,
20, 24, 30, 35, 41,
47, 50, 58, 61,
63, 74, 77
b6
b7C

REFERENCE: Report of SA dated 5/12/61,
at Chicago.

- P -

LEADS

CHICAGO

AT CHICAGO, ILLINOIS. 1. Complete the interviews
of persons identified as purchasers of the missing Sterling-
Harris cars.

2.

3. Maintain contact with Assistant United States
Attorney and will follow and report
prosecutive action.

b7D

Approved Copies made: ③ - Bureau (49-15138) 1 - USA, Chicago 3 - Chicago (49-2290)	Special Agent In Charge Do not write in spaces below 49-15138-45 JUN 15 1961 REC-62 EX-107
--	--

COVER PAGE
DISSEMINATION RESTRICTED TO JUSTICE DEPARTMENT

58 JUN 26 1961

CG 49-2290

ADMINISTRATIVE

Three copies of this report are designated for the Bureau in accordance with Bureau instructions.

Leads for other Divisions have previously been set out by airtel or other communication and are not being set forth in this report. Leads are presently outstanding in the Cincinnati, Milwaukee, and Buffalo Divisions and they are not being restated in this report.

[redacted]
[redacted] telephone number [redacted] on June 3, 1961, furnished the following information to SA PAUL M. GRIBER [redacted] on a confidential basis. She said that she did not desire that her name be made known or that she had furnished this information.

[redacted]

[redacted]

[redacted]

[redacted]

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CG 49-2290

The following information was obtained from [redacted]
[redacted], by SAs [redacted] and
DENNIS W. SHANAHAN on June 6, 1961. [redacted] advised that
since he has been [redacted]
and because of his past confidential relationship with the
FBI, he will not testify to any of the following information:

He advised that [redacted]

[redacted]

[redacted]

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Source indicated that [redacted]

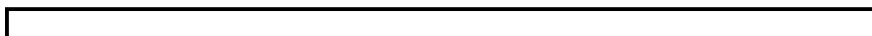
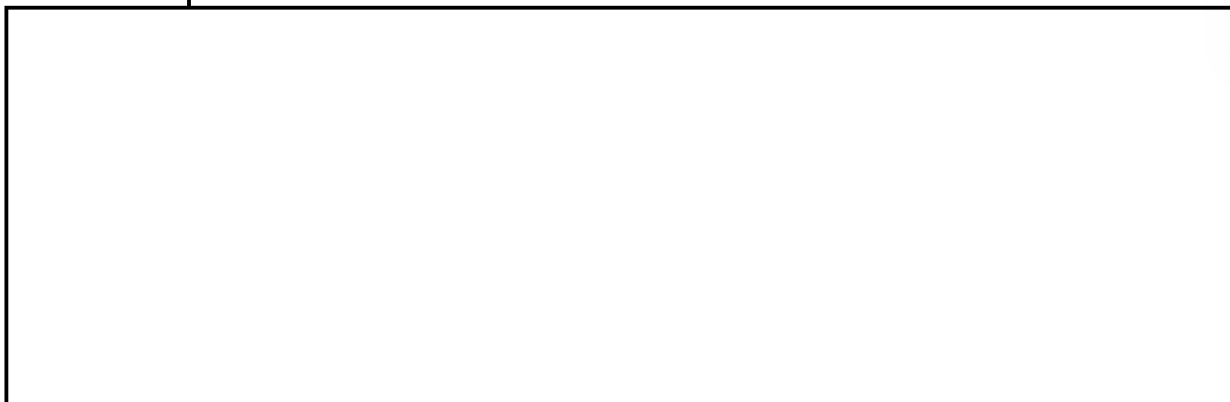
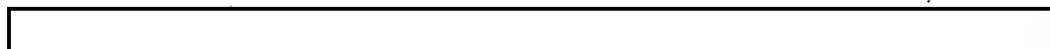
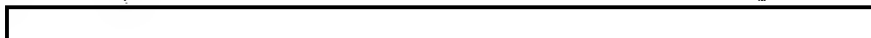
[redacted]

During the course of this conversation, [redacted]

[redacted]

CG 49-2290

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CG 49-2290

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[redacted]
[redacted]
According to source, [redacted]
[redacted]

Source was shown a photograph of [redacted]
[redacted]

Source was shown a photograph of [redacted]
[redacted]

Source advised that in subsequent conversations
with [redacted]
[redacted]

CG 49-2290

[REDACTED]

Source said [REDACTED]

[REDACTED]

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Source stated that [REDACTED]

[REDACTED]

CG 49-2290

PCI

[redacted] advised on June 7, 1961,

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[redacted]
[redacted]
[redacted] SAAs CONRAD N. SHAW, and THOMAS F.
KELLY, Jr., on June 7, 1961.

- G -
COVER PAGE

CG 49-2290
BEW:gaa

Information as contained in the records of the
[redacted]
[redacted] and reported under date of May 25, 1961.
[redacted]
[redacted] on May 25,
1961. In the event this information is to be made public,
a subpoena duces tecum must be issued to the [redacted]
[redacted] [redacted] furnished this information to SAS [redacted]
[redacted] and JACK E. LEWIS.

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CG 49-2290
TFK;mak:jjm

The information obtained from the [redacted]
[redacted] was furnished
by [redacted] on
June 7, 1961, to SAAs THOMAS F. KELLY, Jr., and CONRAD N.
SHAW.

The information obtained from the [redacted]
[redacted] was furnished by [redacted]
[redacted] on May 26-June 6, 1961,
to SAA THOMAS F. KELLY, Jr.

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[redacted]
[redacted]
[redacted] on June 1, 1961, to SAA THOMAS F. KELLY, Jr.

The information obtained from the [redacted]
[redacted]
was furnished by [redacted]
[redacted] on May 24, 1961, to
SAA THOMAS F. KELLY, Jr.

CG 49-2290
FFS:Jem:jjm

Information from the [redacted]
[redacted] was
furnished by [redacted] on June 5, 1961, to
SA [redacted]

Information from the [redacted]
[redacted] was
furnished by [redacted] on June 5,
1961, to SA [redacted]

Information from the [redacted]
[redacted] was furnished by [redacted]
[redacted] on June 5, 1961, to SA [redacted]
[redacted]

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Information from the [redacted]
[redacted] was furnished by [redacted]
[redacted] on June 5, 1961, to SA [redacted]
[redacted]

Information from the [redacted]
[redacted] was furnished by
[redacted] on May 25, 1961, to SA
[redacted]

CG 49-2290.

The information from the records of the [redacted]
[redacted] were made available
on May 19, 1961, by [redacted]
[redacted] to SAs [redacted]
and [redacted]

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- K* -
COVER PAGE

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, CHICAGO

Report of: SA [REDACTED]
Date: 6/9/61

Office: CHICAGO

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Field Office File No.: 49-2290

Bureau File No.: 49-15138

Title: STERLING-HARRIS FORD, INC.,
ET AL

Character: NATIONAL BANKRUPTCY ACT

Synopsis:

Results of interviews with various purchasers of Sterling-Harris Ford, Inc., (SHF) cars set forth. On 5/16/61, SHF records were observed in office of Apex Fibres, 865 North Sangamon, Chicago. Search warrant obtained same date and, as a result of search, various SHF records obtained including new and used car inventory records and current accounts receivable ledger cards with total balance due of \$21,698.36. On 5/25/61, records obtained turned over to U.S. District Court Clerk pursuant to court order. Apex Waste Company, predecessor to Apex Fibres, was operated by [REDACTED] and his [REDACTED] [REDACTED] withdrew from Apex Waste on 4/25/61, and his interest turned over to [REDACTED] [REDACTED] with no consideration being exchanged. [REDACTED] claimed no knowledge of SHF records being on premises. He is also owner of United Service Currency Exchange and admitted cashing \$7,500.00 check dated 3/15/61 drawn on account of [REDACTED] and payable to [REDACTED] for [REDACTED] on 3/17/61. In exchange gave [REDACTED] 5 money orders in blank for \$1,500.00 each. [REDACTED] subsequently returned 2 of the money orders to [REDACTED] and was given \$3,000.00 in cash for same. The other 3 money orders totaling \$4,500.00 were made payable to [REDACTED] and the remitter was shown as AAA Motors, Inc. [REDACTED] admits receiving these 3 money orders from [REDACTED] and said [REDACTED] intended to purchase his used car business but the deal fell through and he subsequently

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CG 49-2290

returned \$2,750.00 of the \$4,500.00 to [redacted] The \$7,500.00 check dated 3/15/61, from [redacted] to [redacted] [redacted] was cashed by [redacted] at American National Bank and Trust Company, Chicago, on 3/20/61. The two \$2,500.00 checks from [redacted] to Attorney [redacted] were, according to [redacted] his fee as associate counsel with [redacted] and deposited in [redacted] bank account. Results of inquiries at banks where car purchasers borrowed funds set forth. Official report of Chicago Police Department regarding burglary of SHF premises on 3/8/61 set forth. Three individuals who drove SHF cars from Chicago to Park City, Illinois, interviewed. [redacted] salesman for SHF, who was on premises 3/4 - 5/61 said he noticed nothing unusual. Summary schedule prepared listing pertinent details regarding cars reported missing or otherwise unaccounted for. Schedule reveals \$193,967.65 paid in cash by purchasers; valuation of cars of which no information obtained regarding amount paid, missing cars, etc., is \$110,035.34 for a total of \$304,003.49.



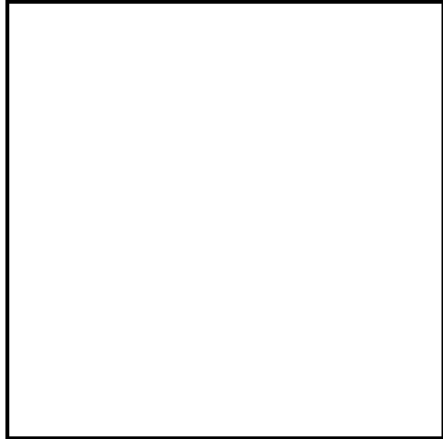


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DETAILS:

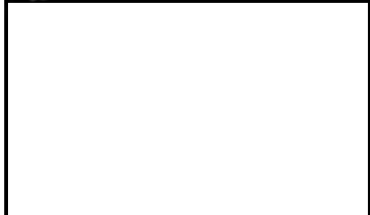
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FEDERAL BUREAU OF INVESTIGATION

Date May 18, 1961

[redacted] advised that he purchased a 1961 tudor Ford from Sterling-Harris Ford Agency on North Cicero Avenue, on March 4, 1961, for \$2,450.00. He added that this car was financed through a local bank but he could not recall the name of the bank as his father handled the entire loan. The bill of sale for this car is in possession of the bank.

[redacted] further related that after getting this car home, he decided he did not like it and he sold it to his uncle, whose name he could not spell. He then purchased a 1961 Ford from his boss. [redacted] added that his uncle is presently in the process of re-registering the car he, [redacted] purchased from Sterling-Harris and is in possession of the registration card [redacted] obtained for it through a currency exchange. b6 b7C

He denied knowing any of the officials or employees of Sterling-Harris and he does not recall the name of the salesman. He said he was not referred to Sterling-Harris by anyone.

[redacted] informed that he would obtain the name of the bank from his father and also the name and address of his uncle and advise the Chicago Office on May 9, 1961. [redacted] failed to contact the Chicago Office on May 9, and efforts to contact him daily from May 9 through May 12, 1961, revealed he was unavailable.

On 5/8/61 at Chicago, Illinois File # 49-2290
by SA CHARLES J. MELONE:dkz Date dictated 5/12/61

FEDERAL BUREAU OF INVESTIGATION

Date May 18, 1961

[redacted]
[redacted] telephonically advised that he would have his brother
[redacted] contact the Chicago Office. On each occasion
contacted, [redacted] stated he did not know his brother's
present whereabouts.

When questioned if his father was home on May 11,
1961, [redacted] replied yes; however, a woman came to
the telephone and said the father was not at home.

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On 5/9, 11/61 at Chicago, Illinois File # 49-2290
by SA CHARLES J. MELONE:dkz Date dictated 5/12/61

FEDERAL BUREAU OF INVESTIGATION

Date May 18, 1961

A woman who identified herself as the mother of [redacted] was contacted at that address on the morning of May 9, 1961. She said [redacted] had gone horseback riding early that morning and she did not know when he would return. She refused to furnish any information concerning the 1961 Ford her son purchased from Sterling-Harris Ford Agency, stating that this information would have to be obtained from her son. She said she would give her son the message to contact the Chicago Office. She added her husband was not at home.

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On May 10, 1961, after being advised by an individual identifying himself as [redacted] that his father was home, [redacted] came to the telephone and said her husband was not at home and she did not know when he would return. She again said she would have her son [redacted] contact the Chicago Office.

On 5/9-10/61 at Chicago, Illinois File # 49-2290

by SA CHARLES J. MELONE:dkz Date dictated 5/12/61

FEDERAL BUREAU OF INVESTIGATION

Date 6/8/61

[redacted] contacted the Chicago Office of the Federal Bureau of Investigation telephonically. He declined to make arrangements for a personal interview. He furnished the following information:

He has not been able to locate the bill of sale for the automobile he purchased from Sterling-Harris Ford, Incorporated. He thinks it is lost. Concerning a 1960 Ford Thunderbird purchased in the name of his wife, [redacted] on March 5, 1961, from Sterling-Harris Ford, Incorporated, he does not remember anything concerning the salesman. Approximately \$2475 in cash was paid for this automobile. He does not know anything about the address of 2229 North 77th Avenue, Elmwood Park, Illinois. His wife lived at [redacted] at the time the automobile was purchased. He and his wife did not own the property at that address and did not pay rent. The property belongs to a friend, [redacted] who still lives there. This Thunderbird is still owned by his wife, [redacted] and is parked in front of their residence. It has license tags. He has the title to this car but declines to exhibit it. Nobody sent him to Sterling-Harris Ford, Incorporated; he just happened to see the car and bought it.

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On 6/2/61 at Chicago, Illinois File # CG 49-2290

SAs [redacted] and ALTON E. BRAMBLETT/amm Date dictated 6/8/61

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June 5, 1961

Date

[redacted] was telephonically contacted at his place of employment, [redacted] Chicago, Illinois, in regards to making available the documents received by him when purchasing a 1961 Ford from the Sterling-Harris Ford Agency. He said he located the documents, but has given them to his attorney, [redacted] Chicago, as Associates Discount Corporation had taken the automobile from him and he is being represented by [redacted]

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On 6/1/61 at Chicago, Illinois File # CG 49-2290

by SA CHARLES E. PRICE/jmb Date dictated 6/2/61

FEDERAL BUREAU OF INVESTIGATION

Date June 9, 1961Tabor Olds Used Cars,

[redacted] advised that he does not have a copy of the \$7,000.00 promissory note which he had given to an individual introduced to him as [redacted] when purchasing 10 new cars at the Sterling-Harris Ford Agency on North Cicero Avenue, Chicago, Illinois, on March 5, 1961. He said [redacted] kept the original note and no copies of this note were made. No payments were made on this note in view of the fact that Associates Discount Corporation obtained a replevin order for these cars.

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Concerning the \$15,000.00 in cash which he paid [redacted] for these cars on March 5, 1961, [redacted] related that he had about \$3,300.00 on his person with which he hoped to purchase used cars for his used car lot. [redacted] a salesman employee who worked for a 33 1/3 percentage of the profits of the Berwyn Auto Mart, under which name [redacted] was then operating, was with him and [redacted] had \$2,000.00 on his person. [redacted] also had \$5,000.00 at home and [redacted] borrowed \$5,000.00 from [redacted] a friend who operates a grocery supermarket on Cermak Road in Berwyn, Illinois.

On 6/5/61 at Berwyn, Illinois File # 49-2290
by Special Agent CHARLES J. MELONE/HAM Date dictated 6/9/61

FEDERAL BUREAU OF INVESTIGATION

June 9, 1961

Date

MINN
IND

[redacted] advised that he formerly worked as a salesman employee for the Berwyn Auto Mart, 6630 West Odgen, Berwyn, Illinois. He added that he received 33 1/3 percentage of the profits of this business and that he had borrowed \$7,000.00 from his mother, [redacted] Selkirk, Kansas, which he intended to invest in the business as soon as they incorporated as the Berwyn Auto Mart. However, Berwyn Motor Sales was located directly across the street from their used car lot and the Illinois Secretary of State's Office declined to allow them to incorporate because of the similarity of names. He noted that Berwyn Motor Sales had been operating at that location for about 40 years.

[redacted] said he was with [redacted] Berwyn Auto Mart, when [redacted] purchased 10 new cars at the Sterling-Harris Ford Agency, North Cicero Avenue, Chicago, Illinois, on March 5, 1961, for \$22,000.00. He stated that the person handling the transaction was introduced to him as [redacted]. He said [redacted] was paid \$15,000.00 cash for those cars and [redacted] signed a promissory note in the amount of \$7,000.00 for the remainder of the purchase price. [redacted] added that he did not co-sign this note.

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Concerning the \$15,000.00 cash paid to [redacted] [redacted] related that [redacted] had about \$3,000.00 cash on his person and he had \$2,000.00. They were carrying this money as they were out looking for used cars to purchase for their Berwyn Auto Mart used car lot. When they decided to purchase these cars from [redacted] he returned home and obtained the remaining \$5,000.00, which he had borrowed from his mother, and he also borrowed \$5,000.00 from [redacted] an old friend. They then returned to Sterling-Harris Agency and purchased the cars.

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[redacted] identified [redacted] as a long established businessman in Berwyn, Illinois. He said [redacted] operates a grocery store at Cermak Road and East Avenue in Berwyn under the name Liska's Market. The address is 6600 West Cermak.

6/5/61

Berwyn, Illinois

49-2290.

On _____ at _____ File # _____

Special Agent CHARLES J. MELONE/MAH

6/9/61

by _____ Date dictated _____

[] admitted that he has served 10 months in federal penitentiaries in Sandstone, Minnesota, and Terre Haute, Indiana, for mail fraud. He said he began his sentence on January 2, 1950, and was released in July, 1960, although he is still presently on probation. Since his release, he worked 7 days a week at the Dorwyn Auto Mart until shortly after they had the misfortune to buy the 10 cars from [] b6 b7C He related that Associates Discount obtained a replovin order for the 10 cars and this action put them out of business. He said they have filed a petition to recover these cars or their money but that in the meantime he has been out of work. He noted that both [] and himself have testified before the Bankruptcy Court concerning this matter.

FEDERAL BUREAU OF INVESTIGATION

Date June 5, 1961

[redacted]
[redacted] furnished the following information:

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On the first Sunday morning following March 1, 1961, he was out shopping for a used automobile. He stopped in at the Sterling-Harris Ford agency on Cicero Avenue and learned he could get a good buy on a new car. At about 11:00 a.m. that Sunday morning, he signed papers for the purchase of a new Ford and paid a \$100.00 deposit at that time. At about 7:00 p.m. or 8:00 p.m. the next day, he paid the balance due on the car in cash, and picked up his car.

He paid for the car partly with his own cash and partly from funds borrowed from his father-in-law. He does not know anyone at Sterling-Harris and was not told to go there by anyone. He paid about \$1,820.00 or \$1,840.00 for the car. He is unable at the present time to locate his copy of the bill of sale. He recalls the car was sold to him by a young man but is unable to further describe the salesman. His application for title was made out and sent in for him by Sterling-Harris.

He exhibited a copy of an application for an Illinois motor vehicle license, dated March 7, 1961, for a 1961 Ford two-door, six cylinder, serial or identification number 1K11S142337. His address was shown to be 5213 North Avenue, Chicago, Illinois. He said this address is incorrect, that he owns a barbershop at 5245 West North Avenue. He received his title in the mail inasmuch as the mailman knew him and brought his mail to the correct address.

Shortly after purchasing his car, he learned of Sterling-Harris' difficulties. He sold his car within about two weeks of its purchase, breaking even on the deal. He sold his car to [redacted] a Chicago policeman, who is a customer at [redacted]'s barbershop.

[redacted] declined to furnish a signed statement concerning the above information.

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On 5/24/61 at Chicago, Illinois File # 49-2290
by SAs [redacted] and ALTON E. BRAMBLETT/JVR Date dictated 5/29/61

FEDERAL BUREAU OF INVESTIGATION

Date June 8, 1961

[redacted] Jay-Cee Motors,
5420 West Madison Street, was reinterviewed and furnished
 the following information: CHICAGO, ILL

He is acquainted with [redacted] who was a salesman for Sterling-Harris Ford because about 1953 or 1957 they both were employed as salesman for Briggs Motors on Grand Avenue in Chicago. However, [redacted] did not call him on Saturday, March 4, 1961, and told him that Sterling-Harris was going to have a sale of cars on Sunday, March 5, 1961. He just happened to drop in at Sterling-Harris on the evening of March 5 because he was in the market for cars and usually drives around on Sundays for this purpose.

Of the eleven cars he purchased he received ten of them. He did not receive the 1961 Ford 2 door described as U-2482 but did receive the 1961 Ranchero described as U-2479.

On March 8, 1961, he turned over the ten cars he did receive to a person from Auto Town who he knows only as [redacted] at this time gave him a check for \$11,175.00, the amount he, [redacted] was supposed to pay for the cars, and the two of them and a representative of Sterling-Harris went to the bank on which the check was drawn. There he cashed the check and gave the money to the Sterling-Harris representative. He does not know the name of this person but described him as about 40, dark complexioned and probably of Italian or Jewish descent. He was shown pictures of [redacted] LEO RUGENDORF, FELIX ALDERISIO, [redacted] and [redacted] and said it was none of those although he recognized the photograph of [redacted] as the person who had originally sold him the cars.

The bank where he cashed the check was located on Madison Avenue west of Harlem in Forest Park and was probably the Forest Park National Bank but he is not sure.

He was shown an application for Certificate of Title for a 1960 Ford Fordor with Vehicle Identification Number 0G52W116493 reflecting that the car was purchased from Sterling-Harris on March 5, 1961, by Jay-Cee Motors.

On 4/7/61 at Chicago, Illinois File # 49-2290

by SA [redacted] /ban Date dictated 6/8/61

CG 49-2290

He said that this was not one of the original eleven cars that he bought and said he believes that this car may have been substituted for car U-2492 which he never received. He checked a list of serial numbers that [] of Auto Town had subsequently furnished him as a record of the cars he had received from Jay-Cee Motors and the number OG52W11G493 was observed to be on this list.

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May 16, 1961

Date

[redacted]
[redacted] telephonically contacted Special Agent
[redacted] after an attempt had been made to contact
[redacted] at his home. [redacted] advised that he purchased
a used car on March 1, 1961, for \$828.00 cash from Sterling-
Harris Ford Agency, although he could not recall who he
dealt with. He stated he has the bill of sale for this car,
but has not been able to secure a title. He stated he would
discuss this matter over the telephone or would call on
May 8, 1961, and either come into the FBI Office or would
set a time when he could be interviewed and the bill of sale
could be examined. b6 b7C

[redacted] has failed to call the FBI Office and
efforts to locate him at home through May 11, 1961, have
been negative.

On 5/5/61 at Chicago, Illinois File # CG 49-2290

by SA [redacted] /mkp Date dictated 5/11/61 b6 b7C

FEDERAL BUREAU OF INVESTIGATION

Date June 6, 1961

[redacted]
[redacted] telephonically advised as follows:

To date he has been unable to locate the Bill of Sale for the 1961 Falcon he purchased in the early part of March, 1961, from Sterling-Harris Ford, Incorporated. He has also been unable to recall the name of the individual to whom he sold the Falcon. He had all of that information written down, but along with his Bill of Sale has been unable to locate it.

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[redacted] paid for his car with cash and did not finance the car at any time.

On 6/2/61 at Chicago, Illinois File # Chicago 49-2290
by SA [redacted] /KMD Date dictated 6/2/61

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FEDERAL BUREAU OF INVESTIGATION

Date June 9, 1961

[redacted] Illinois, was interviewed at his place of employment, [redacted] Chicago, Illinois. He made available for photostating the following described documents:

Bill of sale of Sterling-Harris Ford, Incorporated, 2700 North Cicero Avenue, Chicago, Illinois, dated March 1, 1961. This document shows [redacted] Illinois, to be the purchaser of a new white 1961 Ford Falcon, 4-door sedan, serial or motor number 1K12S126188, stock number 856. The salesman was shown to be "House".

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The price paid was computed as follows:

Cash Price	\$2,462.22
Sales Tax	72.18
Total Price	<u>\$2,534.40</u>

Auth. Cash Discount	
\$400.00	
Total Credit	<u>\$ 400.00</u>

Cash Unpaid Balance	
To Be Financed	<u>\$2,134.40</u>

There were to be 36 payments at \$69.96 each, first payment due April 15, 1961. The bill of sale bore the signature [redacted] for Sterling-Harris Ford, Incorporated. It was signed [redacted] as purchaser. It was notarized March 1, 1961, [redacted] Notary Public.

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A Retail Installment Contract executed March 1, 1961 was signed [redacted] as buyer and [redacted] for Sterling-Harris Ford, Incorporated, seller. This contract pertained to the sale of a new 1961 Ford Falcon, 6 cylinder motor vehicle, serial number 1K12S126188, to [redacted] Illinois, by Sterling-Harris Ford, Incorporated, Chicago, Illinois. Financial data concerning this contract is as follows:

On 6/1/61 at Chicago, Illinois File # CG 49-2290

by SAs [redacted] and [redacted] Date dictated 6/7/61

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ALTON E. BRAMBLETT / JAV

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CG 40-2290

- 1) Total bona fide Cash Price of Motor Vehicle if buyer had elected to buy for cash instead of for Total Time Selling Price as herein recited
Down Payment - Cash \$400.00 \$2,534.40
- 2) Total Down Payment 400.00
- 3) The difference between Items 1 and 2 \$2,134.40
- 4) Finance charge and insurance premiums 384.16
(insurance coverage was shown to be credit life only)
- 5) The amount of official fees
- 6) The Time Balance (sum of Items 3, 4, and 5) \$2,518.56
- 7) The Time Sale Price (sum of Items 1, 4 and 5) \$2,918.56
The amount of the Time Balance to be paid at the office of Associates Discount Corporation at Chicago, Illinois, in 35 monthly installments of \$69.96 and a final installment of \$69.96 beginning on April 15, 1961.

[redacted] exhibited a letter from [redacted] dated April 11, 1961 stating that since associates had not accepted and consummated the retail contract, the Receiver in Bankruptcy was obligated to accept payments in accordance with a court order, a copy of which was enclosed. In accordance with this order, [redacted] was to make his payments to [redacted] Receiver, [redacted] Illinois.

[redacted] furnished the following information:

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He had been using this automobile for several months prior to the signing of the contract. About two months prior to the purchase, he said he would take a car and sent his son, [redacted] Illinois, to Sterling-Harris to see about it. The car was to be for his son. His son picked out the car. He, [redacted] told [redacted] he would get together with him about the payment for the car. There were several telephone conversations in which financing was discussed. He does not know whether or not his son signed any papers at the time he picked up the car. He, [redacted] received a \$400 discount on the purchase price. Sterling-Harris advertised at WCFL. No cash was involved in the purchase.

Date May 31, 1961*Chicago, Ill*

[redacted] an attorney at [redacted] advised that in June or July of 1960, he was hired by Sterling-Harris as their attorney. He stated that in lieu of a \$200.00 a month fee he was given an automobile to drive with the understanding that in time the car would be his.

[redacted] stated that the first car he was given was a 1960 Ford Thunderbird which he kept until about January of 1961 when he returned it to Sterling-Harris as it was unsatisfactory. He stated that he then received a 1961 Ford two-door, hardtop, color green. [redacted] stated that he drove this car until the week after the Sterling-Harris blowup, the exact date he could not recall. However, he does recall that he contacted [redacted] general counsel for Associates Discount Company about the car.

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[redacted] stated that he felt that inasmuch as he had performed considerable legal service for Sterling-Harris, he had some lien on this car, however, there is nothing in writing to that effect and because of this, he got together with [redacted] the receiver and his attorney, a [redacted] and together with referee [redacted] it was recommended that he take the car to Associates Discount Company who appraise the car and he could then purchase it from the trustee.

[redacted] stated that the car he had was appraised by Associates Discount Company for \$1700. which amount he paid to the trustee. [redacted] stated that he drove the car, but does not have the car at the present time as he got rid of it shortly after he purchased it, selling the car for \$1750. to 2701 West Madison Motors. [redacted] stated that he never had a title for this car but a certificate of origin was to be issued by [redacted] the receiver. Because he never had the title, [redacted] stated that he has no idea as to the motor or serial number of this car.

On 5/26/61 at Chicago, Illinois File # CG 49-2290

by SA [redacted] /man Date dictated 5/31/61

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June 8, 1961

Date

On June 5, 1961, a person who identified himself as [redacted] Illinois, telephone [redacted] contacted the Chicago FBI Office by telephone and voluntarily furnished the following information:

On March 4 or 5, 1961, he purchased two 1961 Ford automobiles from Sterling-Harris Ford Chicago, Illinois. One car was purchased in his name and the other was purchased in the name of his wife, [redacted]. [redacted] paid cash for both of these cars, but could not recall the exact amount involved, but it was between \$4,000.00 and \$5,000.00. He does not recall the name of the salesman with whom he dealt.

[redacted] was not available for interview because of other appointments and declined to reveal his business or occupation. [redacted] desires to cooperate in this matter and will have his attorney bring his copies of the bills of sale, regarding the purchase of these two cars, to the Chicago FBI Office on June 8, 1961, for examination. The bills of sale are in the possession of his attorney, but [redacted] declined to identify the attorney.

On June 8, 1961, [redacted] is to appear at a hearing in the office of the Secretary of State regarding the validity of his Illinois titles to these two automobiles.

[redacted] claims both purchases were legitimate and that he has nothing to hide. [redacted] would like to obtain the approval of his attorney before consenting to an interview in this matter.

On 6/5/61 at Chicago, Illinois File # 49-2290

by SA [redacted] /JVR Date dictated 6/7/61

May 31, 1961

Date: _____

Chicago, Ill
[redacted] of the [redacted]
[redacted] advised that [redacted]
[redacted] He stated
that some time ago he was hired by an advertising agency,
Rocklin Irving and Associates, to do a Sterling-Harris
television show.

[redacted] advised that it was considered good
advertising for him to drive one of the Sterling-Harris
cars and he was given a car to drive, but he never paid for
it nor did he ever receive the title for it. [redacted]
stated that when the Sterling-Harris blowup came, he was
on vacation and when he got home, he received a telephone
call from Associates Discount Company telling him they were
gathering the loose ends of the Sterling-Harris matter together
and they wanted to pick up the car he was driving. [redacted]
stated that because he received the car from Sterling-Harris,
he did not wish to turn it back to Associates Discount Company
without a court order to do so because he felt that he may
leave himself open to some liability to Sterling-Harris if
he did so. Therefore, he told them that if they received a
court order, he would turn the car over to them.

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[redacted] stated that sometime later, he
received a call from the trustee in bankruptcy of Sterling-
Harris and he turned the car that he had over to the trustee.

[redacted] stated that the car he received from
Sterling-Harris was a 1961 four-door Ford Galaxie, however,
he has no idea as to the motor number inasmuch as he never
received title to this car.

On 5/26/61 at Chicago, Illinois File # CG 49-2290
by SA [redacted] man Date dictated 5/31/61

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FEDERAL BUREAU OF INVESTIGATION

June 9, 1961

Date

[redacted] Illinois, advised that he is not acquainted with or knows a [redacted] or [redacted] and he does not have any relatives by that name. He said his wife's name is [redacted] and that she neither owns a car or is able to drive one. [redacted] claims that he has never owned a Ford automobile and would never buy one. He presently owns a 1957 Chevrolet.

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[redacted] added there is no such address in [redacted] Illinois, as 9608 Ogden.

6/5/61

Lyons, Illinois

49-2290

On _____ at _____ File # _____

by Special Agent CHARLES J. MELONE/MAM

Date dictated 6/9/61

CG 49-2290
BEW:gaa

On May 25, 29, and 31, 1961, attempts were made by SAs [redacted] and CHARLES E. PRICE to recontact [redacted] Illinois, with negative results.

On May 29, 1961, [redacted] Chicago, advised SAs [redacted] and PRICE that her husband is currently employed at Jalopy Sales, 1220 North Cicero Avenue, Chicago.

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On May 31, 1961, [redacted] Jalopy Sales, 1220 North Cicero Avenue, advised SAs [redacted] and PRICE that [redacted] is not known to him as an employee of this concern.

CG 49-2290.

JEL:bjd

On the following dates attempts were made to
locate and interview [REDACTED]
[REDACTED] Illinois, by SAs [REDACTED] and JACK E.
LEWIS with negative results:

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June 2, 1961

June 5, 1961

CG 49-2290

HR:dkz

Apex Fibres Company
Apex Fibres Company
[redacted] and [redacted], SAs JOHN R. BASSETT and [redacted] entered the basement office of a firm which had a sign on the door "Apex Fibres" at 865 North Sangamon Street, Chicago, Illinois. The office was unattended and two wooden boxes were observed on top of a filing cabinet in the office. A closer look at the boxes, which had no tops, revealed that they contained white and salmon inventory cards for the new and used cars inventory respectively of Sterling-Harris Ford, Incorporated.

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Assistant United States Attorney [redacted] was advised of the above and he prepared an Affidavit For Search Warrant which was presented to Federal Judge JULIUS H. MINER who issued a search warrant authorizing a search of the basement office located at 865 North Sangamon Street.

FEDERAL BUREAU OF INVESTIGATION

Date May 29, 1961

On May 16, 1961, based on a Search Warrant issued that day by Federal Judge JULIUS H. MINER, a search was made of the basement office located at 865 North Sangamon Street, Chicago, Illinois, by Special Agents JOHN R. BASSETT, THOMAS J. KELLY, JR., WILLIAM A. MORRISON, [redacted] and [redacted]

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The following Sterling-Harris Ford, Incorporated, records were located as a result of this search:

One cardboard box containing 158 "deal files" and 39 account receivable ledger cards.

One wooden box containing 244 new car inventory record cards.

One wooden box containing 116 used car inventory record cards and 101 used car inventory record cards of cars sold.

One bound folder containing the inventory record of new and used cars from March, 1960, through February, 1961.

Work sheets containing a bank account analysis for January, February, and March through March 7, 1961.

238 lined white cards bearing Stock Number, and price (new car inventory).

115 lined white index cards bearing Stock Number, car description and price, (used car inventory).

62 new car inventory cards with a slip marked "February Sales".

99 index cards bearing Stock Number, car description and price marked "February Sales" and containing an adding machine tape totaling \$96,946.19.

Twelve groups of index cards containing the following number of cards and adding machine tapes totaling as shown:

On 5/16/61 at Chicago, Illinois File # 49-2290

by SA [redacted] dkz Date dictated 5/23/61

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CG 49-2290

8 cards	\$43,050.00
19 "	13,539.14
19 "	5,894.54
25 "	22,463.97
21 "	14,525.00
17 "	10,410.00
24 "	13,095.00
23 "	12,878.60
20 "	15,325.35
20 "	13,145.00
28 "	15,460.00
18 "	no tape attached

Twenty-two file copies of Sterling-Harris receipts.

One invoice from S. Helfand and Sons, Incorporated, dated March 22, 1961, to [redacted] totaling \$1304.32 signed [redacted]

Also observed on the premises was a Loft Lease for a period of 5 years for the period November 1, 1960, to October 31, 1965, at a rental of \$450.00 per month for the premises. The Lessor was shown as 865 North Sangamon Building Corporation and the Lessee as Apex Waste Company. The lease was signed by [redacted] as agent for the Lessor and by [redacted] President, and [redacted] Secretary, for the Lessee.

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No one was present at the time the office was searched and a copy of the Search Warrant and a copy of an itemized list of the property taken was left with [redacted] of the building at [redacted]

May 31, 1961

Date

An examination was made of the books and records of Sterling-Harris Ford, Incorporated, which were obtained from the basement office located at 865 North Sangamon Street, Chicago, Illinois, on May 16, 1961. This examination reflected that contained in the material located were the following:

39 current accounts receivable ledger cards for purchasers of automobiles which purchases had been financed by Sterling-Harris. These cards contain the name and address of the purchaser as well as a description of the car purchased, the amount financed, the date and amount of the last payment as well as the balance outstanding. The total value of the balance still due on these accounts was determined to be \$21,698.36.

158 "dead files" for cars sold. Among these files there was located the "deal files" for the above described 39 accounts receivable cards.

244 new car inventory record cards containing the Sterling-Harris stock number, and a description of the car, including the cost.

116 used car inventory record cards showing the Sterling-Harris stock number, a description of the car and the date and from whom it was received.

101 used car inventory record cards of used cars sold in February, 1961. In addition to the information appearing on the above described 116 cards, these cards also show the date of the sale and to whom sold.

62 new car inventory record cards of new cars sold in February, 1961. In addition to the information appearing on the 244 new car inventory record cards set out above, these cards also show the date of the sale and to whom sold.

A handwritten listing of both the new and used car inventory for both the months of January and February, 1961. These listings contain the Sterling-Harris stock number, the cost, and the amount of the floor plan for each car. These

On 5/22-25/61 at Chicago, Illinois File # CG 49-2290
by SA [redacted]/mkp Date dictated 5/31/61

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CG 49-2290

listings show the value of the new car inventory for January, 1961, as \$493,066.68 for cars and \$23,536.98 for trucks; and the February, 1961, inventory as \$468,029.55 for cars and \$24,003.75 for trucks. The used car inventory for January, 1961, was valued at \$166,828.40 and for February, 1961, at \$120,859.40.

A bank account analysis for the months of January, February, and March through March 7, 1961. This analysis shows the dates and amounts of deposits for this period and also checks drawn against the account. The checks, however, are shown in groups for a given day rather than individually. The analysis reflects that the bank account, on the books of the company, was generally overdrawn. The overdrafts, as of March 6, 1961, the day after the disappearance of the car inventory, was reflected as \$98,455.77 and as of March 7, 1961, the last date shown on the analysis, the overdraft amounted to \$56,202.33.

CG 49-2220

On May 25, 1961, the return was made on the search warrant before Federal Judge JULIUS H. MINER.

On May 26, 1961, the material obtained as a result of the search warrant was placed in the custody of United States District Court Clerk [redacted] in accordance with a court order entered that day by Judge MINER.

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Date May 31, 1961

[redacted]
[redacted] Illinois, furnished the following information:

He advised that he had no personal knowledge that any of the records of Sterling-Harris Ford, Incorporated had been stored on the premises located at 865 North Sangamon Street, Chicago, Illinois. He advised that these premises were originally occupied by the Apex Waste Company, an Illinois corporation, and about one month ago the premises were taken over by a new corporation known as Apex Fibre Corporation.

He advised that he [redacted] was [redacted] the Apex Waste Company and that [redacted] was the [redacted] Apex Waste Company had been incorporated on about July 1, 1960. The attorney handling the incorporation was a personal friend of [redacted] by name. He said that about one year ago his [redacted] who is [redacted] contacted him with respect to going into a business utilizing waste materials to make certain types of filters and wipers and so forth. The Apex Waste Company was thereupon formed. The company was originally located at 1130 North Cherry Street, Chicago, Illinois, but moved to the 865 North Sangamon address on about October 1, 1960. He advised that [redacted] actually ran the business, that is to say he acted as general manager. [redacted] advised that he, himself, would spend about two or three days a week at the Apex Waste Company and that he would average a couple of hours a day that he would spend at the company. [redacted] pointed out that his principal business is [redacted] known as [redacted] Chicago, Illinois, and that the Apex Waste Company was more of a side line.

[redacted] advised that he lost about \$7,000 or \$8,000 on the operation of Apex Waste Company and that in March or April of this year he decided that he could no longer afford to put good money after bad and decided to get out of the business. He advised that as a result a meeting was held at [redacted] home on April 25, 1961, which meeting was attended by [redacted] Attorney [redacted] and [redacted] [redacted] At this meeting it was decided that [redacted] would take over the Apex Waste Company business and operate it

On 5/22/61 at Chicago, Illinois File # CG 49-2290

by SAs [redacted] & HENRY HIRSCHENBERGER/ukr dictated 5/26/61

CG 49-2290

under the name of Apex Fibre Company, [] stated that he, in effect, walked away from the Apex Waste Company business in that he did not receive any money for his interest in the Apex Waste Company. He advised that his interest in the Apex Waste Company amounted to about 25%. He stated, however, that it was understood that if the new company were to make any profit he would receive 10% of any profits which were made. He added that this agreement was strictly verbal and there is nothing in writing to substantiate it.

Since the April 25, 1961, meeting [] has been at the Apex Fibre Company premises on two occasions, exact dates not recalled. He advised, however, that he had not been there subsequent to the first week of May, 1961. GOLDMAN added that coincident with [] entry into the business, additional furniture and file cabinets were moved into the premises at 865 North Sangamon Street. He advised, however, that he did not know what was in the file cabinets and definitely did not know that any of the Sterling-Harris Ford, Incorporated records were stored in the file cabinets.

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[] advised that he does not know what participation, if any, [] was to have in the new corporation, that is, Apex Fibre Company.

[] stated that [] and he, himself, signed the lease for the premises at 865 North Sangamon Street on behalf of the Apex Waste Company. He stated that he does not know if the Apex Waste Company lease was replaced by a new lease when Apex Fibre Company took over the operation.

[] added that Apex Waste Company maintained a bank account at the Bank of Lincolnwood, Lincolnwood, Illinois. He advised that [] also maintained his personal account at the same bank.

[] stated that he has known [] since he was about 14 years old. He advised that when he learned that [] was in business as Sterling-Harris Ford, Incorporated on North Cicero Avenue, he occasionally would drop in to see [] in an effort to solicit business for his currency exchange.

CG 49-2290

[] stated that on March 6, 1961, he received a telephone call from [] who asked him if he kept large amounts of cash in his currency exchange. Upon further conversation [] arranged to visit [] at United Service Currency Exchange and [] brought with him three checks totaling \$4,400. One of those checks was payable to cash and two of them were payable to Sterling-Harris Ford, Incorporated. Since he knew [] to be the [] of Sterling-Harris Ford, Incorporated, he agreed to cash those checks for [] and charged him accordingly. He advised that he recalled the remitter on one of the checks as [] and recalled the amount on this check to be \$2,000. He could not recall any details of the other checks other than that they were in the amounts of \$900 and \$1,500.

After cashing those checks for [] arranged to leave the cash with [] stating that he, [] would send the Sterling-Harris employees to [] on the following day with their paychecks and he requested that [] use the proceeds of the \$4,400 in checks to so cash the employees' checks. [] related that on March 7, 1961, some Sterling-Harris Ford, Incorporated employees did appear at his place of business and that he cashed their checks in accordance with the arrangements made the preceding day with [] stated that he has no records regarding the identities of the employees whose checks were cashed on March 7, 1961. He stated that as a matter of fact he cashed checks totaling about \$200.00 more than [] had left at the currency exchange, but that [] made good the balance upon being notified by [] b6 b7C

[] advised that after cashing the Sterling-Harris employees' checks, he gave the checks to []

A copy of a check on the account of [] dated March 15, 1961, drawn on the American National Bank and Trust Company of Chicago, payable to [] in the amount of \$7,500, was displayed to [] advised that he had cashed this check for [] on March 17, 1961, under the following circumstances:

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[redacted] presented this check to [redacted] at United Service Currency Exchange on March 17, 1961, to have it cashed. [redacted] told [redacted] that it was from [redacted] who was an attorney. [redacted] stated that rather than take the money in currency, he would prefer to have five \$1,500 money orders issued to him in blank, that is, the name of the remitter and the person to whom remitted would not be shown.

[redacted] advised that subsequently [redacted] presented two of the aforementioned five money orders to him in exchange for \$3,000 in cash. The other three money orders which went through were made payable to [redacted] and the remitter on all three was shown as AAA Motors, Incorporated for a total of \$4,500.

[redacted] displayed these five money orders, all of which were drawn on the account of United Service Currency Exchange at the Belmont National Bank of Chicago, under the date of March 17, 1961. These money orders are described as follows:

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<u>Number</u>	<u>Remitter</u>	<u>Payee</u>	<u>Amount</u>
221901	Marked void	Marked void	\$1,500
221902	Marked void	Marked void	1,500
221903	AAA Motors, Incorporated	[redacted]	1,500
221904	AAA Motors, Incorporated		1,500
221905	AAA Motors, Incorporated		1,500

It is noted that money orders numbered 221903, 221904, and 221905 all bear the same endorsement as follows:

[redacted] AAA Motor Company per [redacted]
[redacted] These money orders also bear the bank stamp of the Harris Trust and Savings Bank dated April 5, 1961. The maker's signatures on money orders numbered 221901 and 221902 have been torn off these money orders since these are the money orders which were redeemed by cash. Photostats were made of these money orders and the originals were retained by [redacted]

CG 49-2290

[redacted] advised that he charged [redacted] \$20 to cash the \$7.500 check from [redacted]. He further advised that [redacted] has no proprietary interest of any type in United Service Currency Exchange and that this currency exchange is the sole proprietorship of [redacted].

[redacted] also advised that he has never purchased any automobiles from Sterling-Harris Ford, Incorporated and that the only information he has regarding purchasers of Sterling-Harris cars came as a result of serving as a notary public on a license application made by [redacted].
[redacted]

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May 31, 1961

Date

[redacted]
Illinois, furnished the following information:

[redacted] operates a used car lot at [redacted]
[redacted] Illinois, under the name of [redacted]
[redacted] incorporated doing business as [redacted]

On March 4, 1961, [redacted] received a call from [redacted] of Sterling-Harris Ford, Incorporated offering to sell him some Thunderbirds that [redacted] had been interested in. On March 5, 1961, [redacted] met [redacted] at Sterling-Harris Ford, Incorporated and worked out three separate deals. He originally intended to buy only one lot of cars but wound up with three deals totaling \$34,700 for 29 cars as he recalls. He dealt with [redacted] from 4:00 PM to 10:00 PM on March 5, 1961.

[redacted] advised that he issued three checks to Sterling-Harris Ford, Incorporated on March 5, 1961, in the amounts of \$10,000, \$11,000, and \$13,700. He believed that on March 6, 1961, he was contacted by representatives of Associates Discount Corporation which floor planned Sterling-Harris Ford, Incorporated cars and was requested to stop payment on the three checks which he had issued on March 5, 1961. He agreed to do this and issued other checks to Associates Discount Corporation in payment for the same cars which he had originally arranged to purchase from [redacted] on March 5, 1961.

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On or about April 1, 1961, [redacted] was approached by [redacted] whom he also knows as [redacted] with a proposition for [redacted] and [redacted] to buy [redacted] used car business at [redacted]. The new business was to be known as the 1750 North Cicero Avenue Motors, Incorporated, an Illinois corporation which was doing business as AAA Motor Company. [redacted] was [redacted] this corporation and [redacted] was [redacted]. The new corporation was to pay \$5,500 for certain of [redacted] assets and was also to pay \$1,850 a month rental to [redacted]. As partial payment of the amount due to [redacted] presented money orders, each in the amount of \$1,500 for a total of \$4,500.00 for the three money orders presented.

5/25/61 Chicago, Illinois File # CG 49-2290

SAs [redacted] & HENRY HIRSCHENBERGER/ 5/26/61
by [redacted] mlp Date dictated [redacted]

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CG 49-2290

[redacted] viewed copies of money orders numbered 221903, 221904, and 221905, all dated March 17, 1961, on the account of United Service Currency Exchange, at the Belmont National Bank, each in the amount of \$1,500, and stated that these were the three money orders which [redacted] had presented to him as the payment to which he had previously referred. He stated that the faces of these three money orders had been filled in when he received them, that is, the spaces showing the remitter as "AAA Motors, Inc." and the payee as [redacted]. He identified the endorsement on all three money orders as being in his handwriting.

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He stated, however, that the new corporation was unable to arrange adequate financing and the proposed deal was not consummated. He thereupon gave [redacted] a check in the amount of \$2,750 as a return on the monies originally advanced by the new corporation. He stated this check was drawn on his [redacted] personal bank account, is made payable to [redacted] himself, and is endorsed by [redacted]. He stated that he made this check out in this manner at [redacted] request. He further stated that he has not as yet received his cancelled check from his bank and that he would make this check available as soon as he receives it from the bank.

Date May 31, 1961

[redacted] was interviewed at his place of employment, [redacted] Chicago, Illinois, and furnished the following information:

He is employed as [redacted] at [redacted] and has been so employed for the past [redacted] years. The firm has been at its present address for about six months and has been known as [redacted] for about the past month. Prior to that it was known as [redacted] and before moving to [redacted] the firm was located on [redacted] in Chicago, Illinois. [redacted] of the company and the other employees, who work when needed, are [redacted] who lives on [redacted] near the Oscar Mayer plant, and [redacted] Chicago, Illinois.

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The ownership of [redacted] has varied from time to time. The present owners are a person named [redacted] last name unknown, [redacted] and a person named [redacted] (ph.). He produced a business card for this last individual which reflected his name is [redacted]. The card reflected he is connected with [redacted] Chicago, Illinois, a dealer in meat and by-products.

The furniture in the office, consisting of three desks, two file cabinets, a typewriter, and an adding machine, was moved in about a month ago about the same time the sign [redacted] was placed on the door of the company.

The present owners of the company are seldom on the premises and he receives most of his instructions by telephone.

On 5/18/61 at Chicago, Illinois File # Chicago 49-2290

by SAs HENRY HIRSCHENBERGER and [redacted] KMD Date dictated 5/25/61

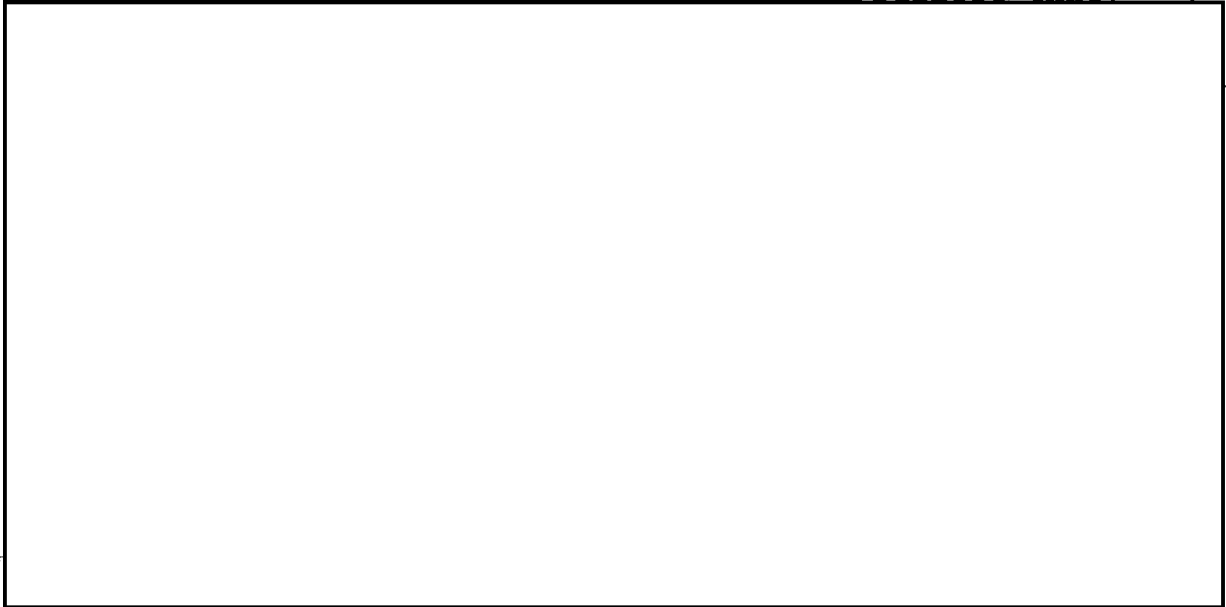
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FEDERAL BUREAU OF INVESTIGATION

Date June 9, 1961

The records of the [redacted]

reflect that [redacted]

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The foregoing information should not be made public except in a usual proceeding following the issuance of subpoena duces tecum issued to [redacted]
[redacted]

On 5/19/61 at Chicago, Illinois File # 49-2290
by SAs [redacted] & [redacted] mjt Date dictated 5/26/61

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b7C

Date June 1, 1961

[redacted] of American National Bank, identified as his, the initials [redacted] appearing alongside the bank stamp of the American National Bank and Trust Company of Chicago appearing on the reverse side of check of [redacted] Special Account, dated March 15, 1961, drawn on the American National Bank and Trust Company of Chicago, to the order of [redacted] in the amount of \$7,500.00.

[redacted] said he did not remember cashing the above described check but must have done so if his initials appear thereon. He said he would have paid the money out in bills no higher than \$100.00. He said he did not believe that [redacted] would have come to his window if he intended to purchase a cashiers check as he could have gone directly to the cashiers check window for this. He said, however, that his daily teller's sheet would show if he gave [redacted] a remittance form to purchase a cashiers check in exchange for the [redacted] check.

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On 5/19/61 at Chicago, Illinois File # 49-2290

by SAs [redacted] & [redacted] mjt Date dictated 5/26/61

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FEDERAL BUREAU OF INVESTIGATION

Date June 1, 1961

[redacted] American National Bank and Trust Company, 33 North La Salle, identified as his, the notation [redacted] appearing in the upper left hand corner of check number 4861 of [redacted] Special Account, dated March 15, 1961, drawn on the American National Bank and Trust Company to the order of [redacted] in amount of \$7,500.00. [redacted] stated that [redacted] came into the bank with the foregoing check on March 20, 1961, and advised he wished to cash it. [redacted] stated that he noted that the date of the check was erroneously shown as April 15, 1961, so he changed the date to March 15, 1961, and placed his initials beside the change. He advised that after [redacted] had identified himself and after the balance in [redacted] account had been verified, he marked the check as being "OK" to cash and placed his initials on it. He advised that [redacted] then took the check to the window of paying teller [redacted] whose initials [redacted] appear on the reverse side of the check.

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On 5/19/61 at Chicago, Illinois File # 49-2290by SAs

/mjt

Date dictated

5/26/61b6
b7C

Date May 31, 1961

[redacted] *JLL*
[redacted] advised he was hired by [redacted] to act as associate counsel with him in possibly four legal actions growing out of Associates Discount Company's action against Sterling-Harris. [redacted] stated that when [redacted] called him to act in this capacity, he told [redacted] that his fee would be \$10,000. to which [redacted] agreed. *elaborate*

[redacted] was shown check number 4859 drawn by [redacted] on a special account in the American National Bank and Trust Company, payable to [redacted] in the amount of \$2,500.00 and also check number 4864, drawn by [redacted] on a special account in the American National Bank and Trust Company, payable to [redacted] in the amount of \$2,500.00. [redacted] stated that those two checks represented payments to him for his legal fees and he has testified before referee [redacted] concerning the receipt of these checks. He stated that the first check by [redacted] was delivered to his office and he does not recall by what means. He stated that the second check drawn by [redacted] was given to him by [redacted] when [redacted] visited [redacted] in the hospital where he was recuperating from a heart attack.

[redacted] stated that as shown by his endorsement of these checks he deposited them in his account in the Madison Bank and Trust Company as his personal funds and treated them as any other fees that he has earned.

[redacted] denied passing those funds on to any of the principals of Sterling-Harris Company.

[redacted] stated that he had no knowledge as to the source of the funds used by [redacted] to pay him his fees and he emphasized the fact that he was employed by [redacted] and not by Sterling-Harris. [redacted] stated that until he was hired by [redacted] he never met the principals of Sterling-Harris before, but he did have a meeting, at which time he was introduced to them inasmuch as the legal work he was to perform pertained to an action in behalf of Sterling-Harris against Associates Discount Company.

On 5/26/61 at Chicago, Illinois File # CG 49-2290

by SA [redacted] /man Date dictated 5/31/61

CG 40-2220

[redacted] stated that inasmuch as he has fully testified concerning those checks before referred [redacted] and that the checks are on record, he does not feel that there is anything further to be added concerning this matter.

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FEDERAL BUREAU OF INVESTIGATION

Date 6/8/61

The records of the [redacted]
[redacted] were reviewed and reflected the following information:

[Large redacted area]

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[redacted]
[redacted]
In the event this information is needed in a court of
law a subpoena duces tecum should be issued and addressed to [redacted]
[redacted]
[redacted]

On 6/5/61 at Chicago, Illinois File # CG 49-2290

by SA [redacted] /Jem Date dictated 6/8/61

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FEDERAL BUREAU OF INVESTIGATION

Date 6/8/61b6
b7C
b7DThe records of

and re-

flected the following information:

On 6/5/61 at Chicago, Illinois File # CG 49-2290by SA /Jem Date dictated 6/8/61b6
b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

CG 09-2290

[REDACTED]

In the event that this information is needed in a court of law, a subpoena duces tecum should be issued and addressed to [REDACTED]

[REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date 6/8/61b6
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The records of [REDACTED]

[REDACTED]
and reflected the following information:

[REDACTED]

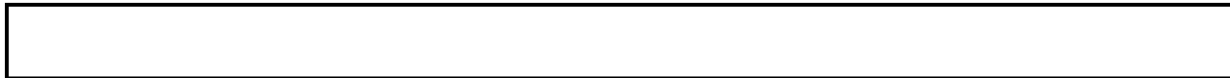
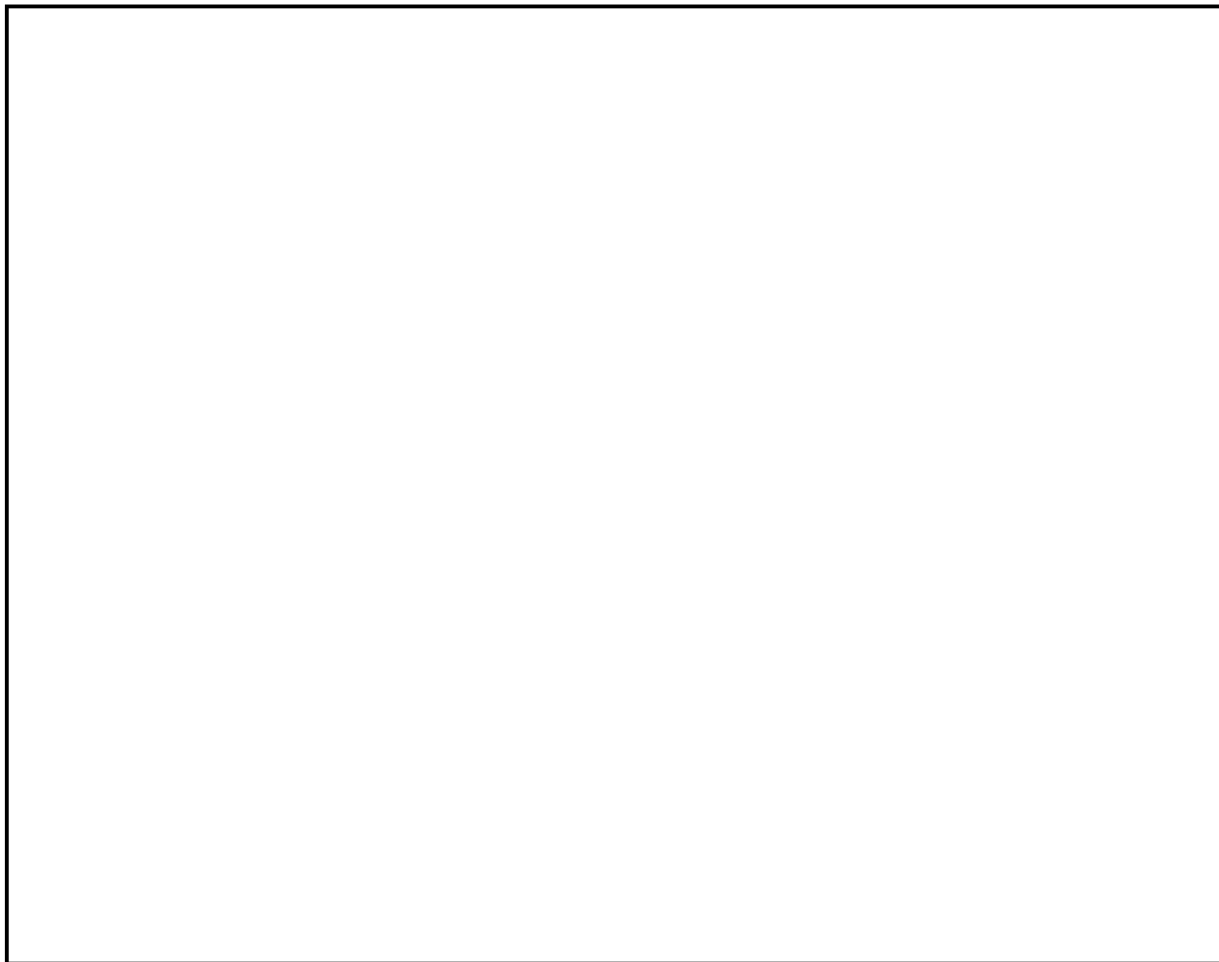
[REDACTED]

On 6/5/61 at Chicago, Illinois File # 49-2290by SA [REDACTED] /Jem Date dictated 6/8/61b6
b7C

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CG 49-2290

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In the event that this information is needed in a court of law, a subpoena duces tecum should be issued and addressed to



FEDERAL BUREAU OF INVESTIGATION

Date 6/8/61b6
b7C
b7D

The records of [REDACTED]

[REDACTED]
reflected the following information:

[REDACTED]

On 6/5/61 at Chicago, Illinois File # CG 49-2290by SA [REDACTED] Jem Date dictated 6/8/61b6
b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

CG 49-2290

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[REDACTED]

In the event the above information is needed in a court of law, a supeona duces tecum should be issued and addressed to

[REDACTED]

FEDERAL BUREAU OF INVESTIGATION

Date June 8, 1961Examination of the records of b6
b7C
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On 6/7/61 at Chicago, Illinois File # 49-2290
by SAs THOMAS F. KELLY, JR.
and CONRAD N. SHAW/mak Date dictated 6/8/61

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CG 49-2290

[REDACTED]

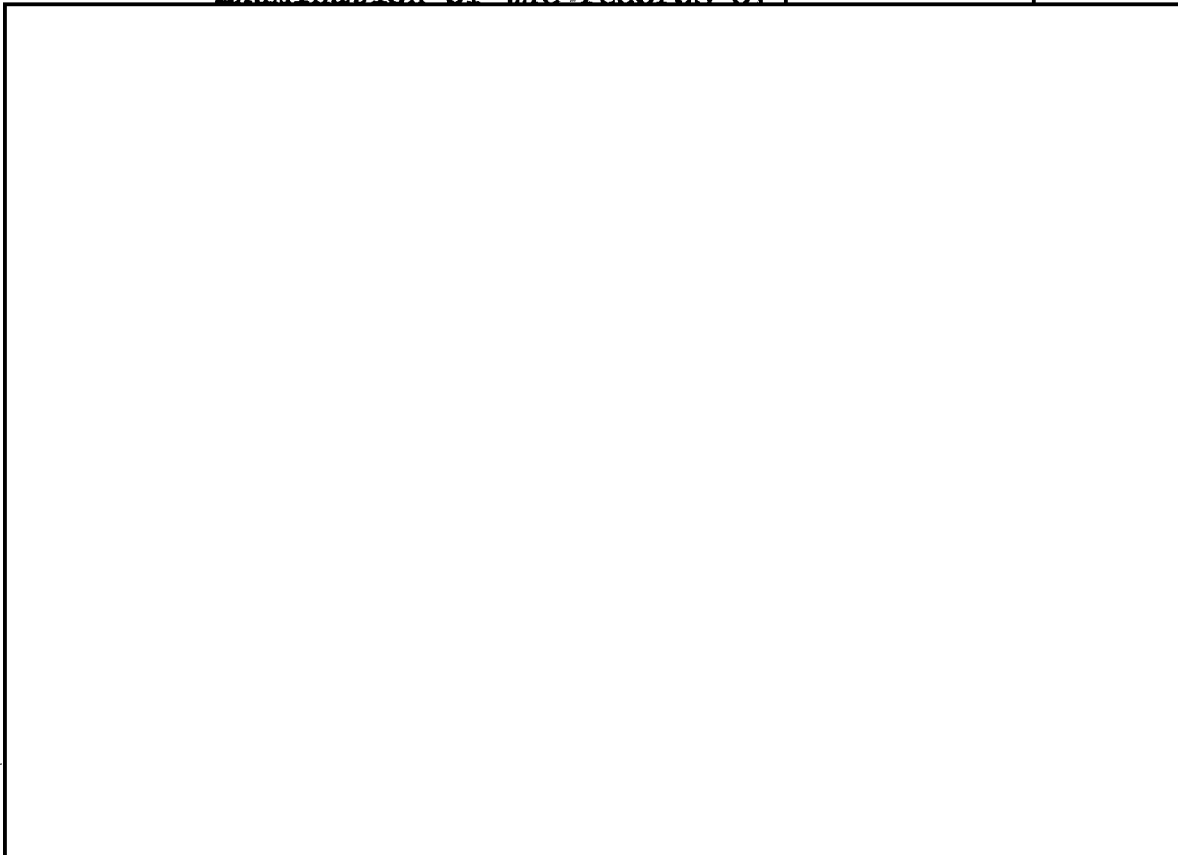
[REDACTED]

[REDACTED] to whom a subpoena duces tecum should be issued
in the event the foregoing bank records are needed for
court purposes.

b6
b7C
b7D

Date June 8, 1961

Examination of the records of [redacted]

b6
b7C
b7D

[redacted]
[redacted] to whom a subpoena duces
tecum should be issued in the event the foregoing bank
records are needed for court purposes.

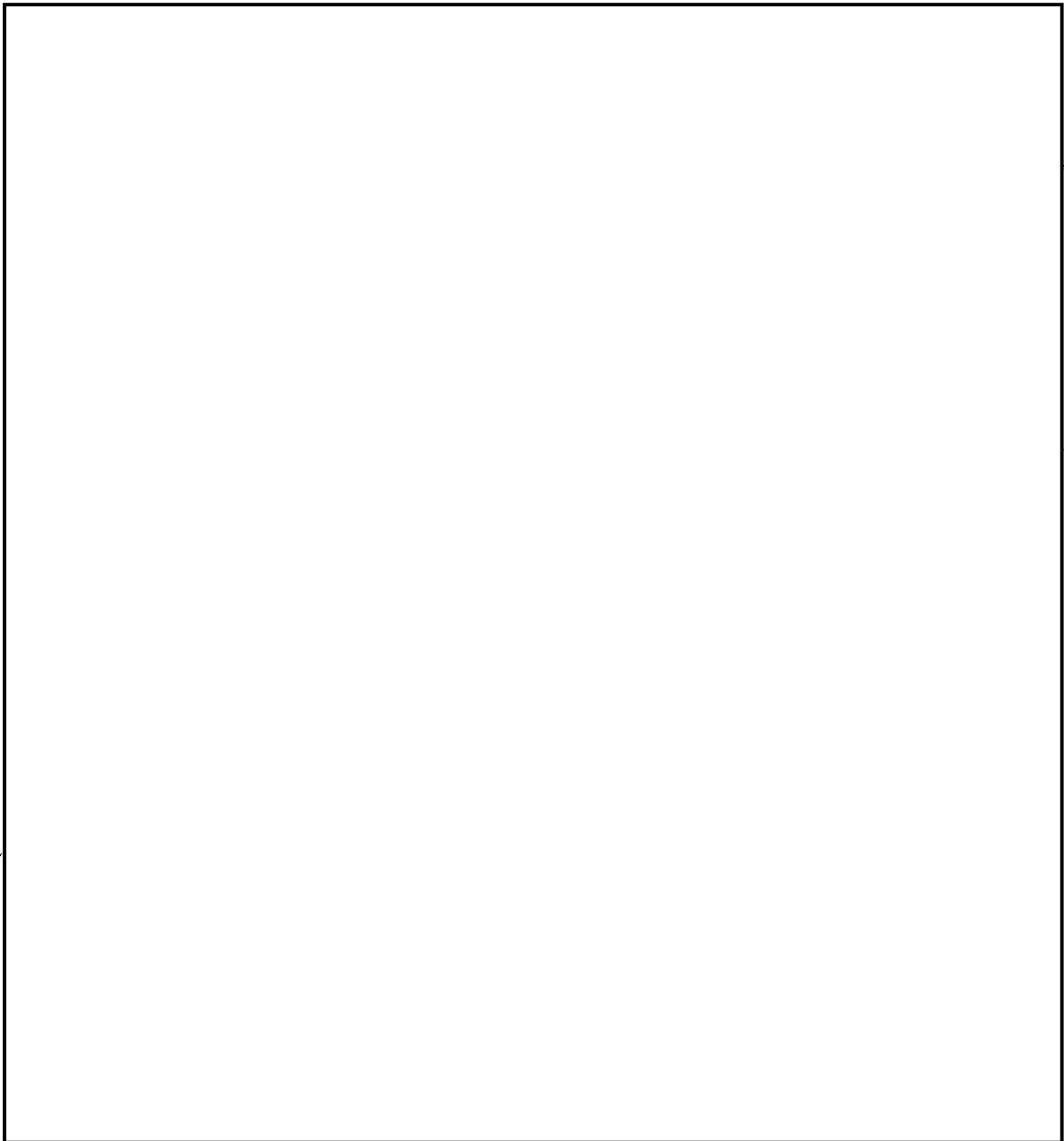
On 5/26-6/6/61 at Lincolnwood, Illinois File # 49-2290
by SAA THOMAS F. KELLY, JR./mak Date dictated 6/8/61

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Date June 2, 1961The records of b6
b7COn 5/25/61 at Chicago, Illinois File # CG 49-2290by SAs and
JACK E. LEWIS/gaa Date dictated 6/1/61b6
b7C

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CG 49-2200



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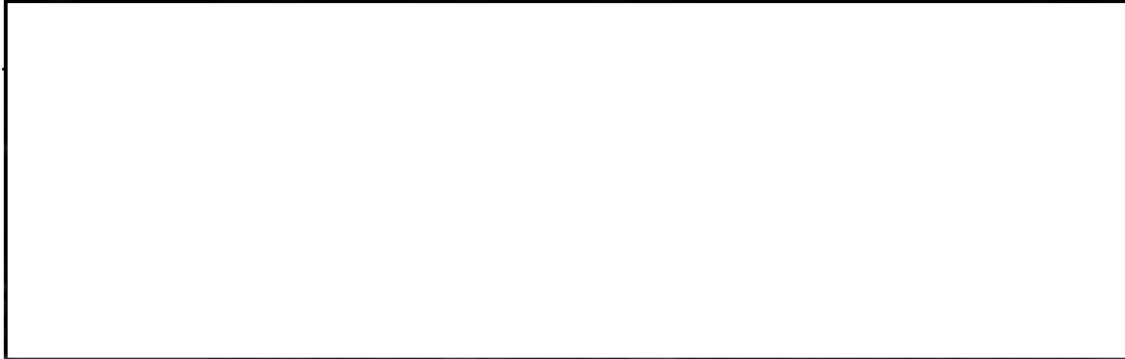
CG 49-2290

The above information is not to be made public
except during the usual proceedings following the issuance
of a subpoena duces tecum directed to [REDACTED]
[REDACTED]

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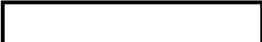

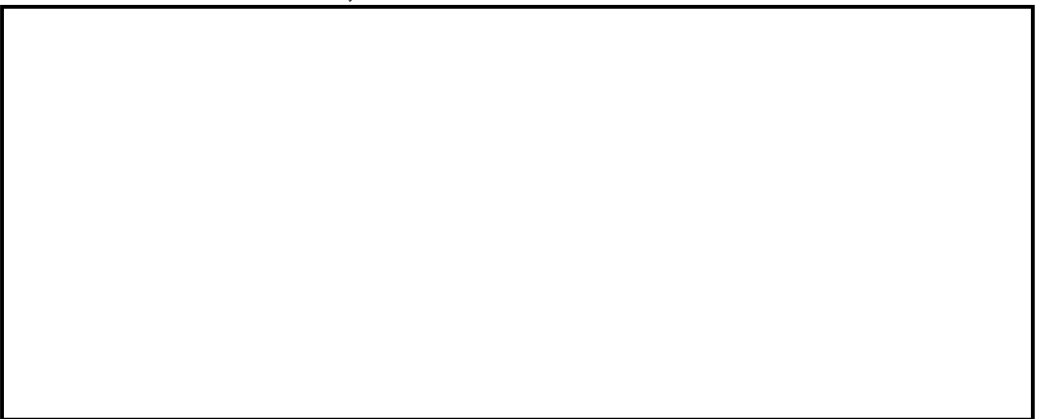
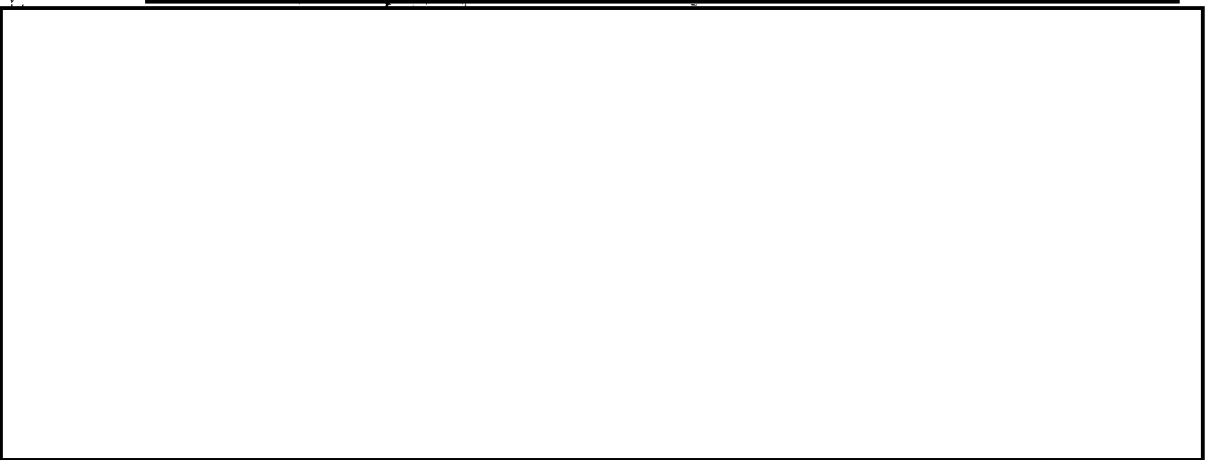
Date June 8, 1961

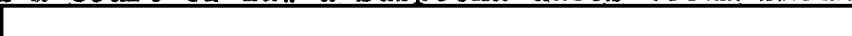

The following information was obtained from

b6
b7C
b7DIn the event the above information need be made public, a subpoena duces tecum should be issued to 

On 6/7/61 at Chicago, Illinois File # CG 49-2290
by SAAs CONRAD N. SHAW and THOMAS F. KELLY, JR./gaa Date dictated 6/8/61

FEDERAL BUREAU OF INVESTIGATION

Date June 1, 1961Examination of the records at 


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In the event that these records are needed to produce in a court of law a subpoena duces tecum should be issued to 


On 5/25/61 at Chicago, Illinois File # 49-2290

by SA FREDERICK F. STAHL/jjs Date dictated 6/1/61

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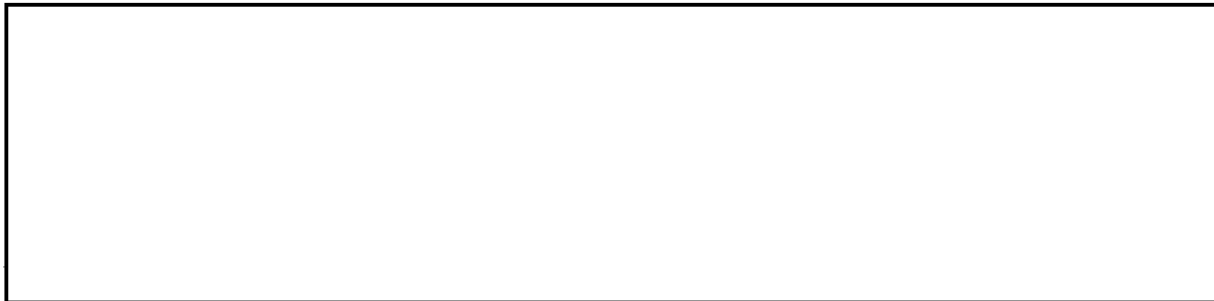
FEDERAL BUREAU OF INVESTIGATION

Date May 25, 1961Examination of the records of b6
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On 5/24/61 at Evanston, Illinois File # CG 49-2290
by SAA THOMAS F. KELLY, JR./SEM Date dictated 5/24/61

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CG 49-2290



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[redacted] would
be the proper [redacted] to whom a subpoena duces tecum
should be issued in the event that the [redacted] are
needed for court purposes.

Date June 5, 1961

[redacted]
Belmont National Bank of Chicago, 3179 North Clark Street, Chicago, Illinois, advised that he would be unable to produce any of the bank's records for any type of examination or be able to disclose any information therefrom without a subpoena duces tecum being served on him for this purpose. He stated that he is the proper bank official upon whom a subpoena duces tecum should be served in order that the bank's records could be examined.

Mr. [redacted] advised that he would, however, examine the bank's indices in order to ascertain whether or not the bank had as customers any of the persons or firms that the interviewing agent was interested in.

Mr. [redacted] advised that he would check the bank's indices for the following nine persons or firms:

1. [redacted]
2. [redacted]
3. [redacted]
4. Sterling-Harris Ford, Incorporated
5. [redacted]
6. United Service Currency Exchange
351 South Cicero Avenue, Chicago, Illinois
7. [redacted]
8. LEO RUGENDORF
9. [redacted]

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On 5/26/61 at Chicago, Illinois File # 49-2290

by SAA THOMAS F. KELLY, Jr./bjd Date dictated 6/1/61

CG 49-2200

Mr. [] advised that he would also ascertain whether or not the aforementioned individuals or firms have safety deposit boxes in the bank.

Mr. [] advised that the bank's indices do not contain any record of safety deposit boxes for any of the aforementioned nine individuals or firms.

Mr. [] advised that the bank's indices reflect that the bank has records for the following:

1. Open account for the United Service Currency Exchange, 351 South Cicero Avenue, Chicago
2. Account closed on March 24, 1961 for []
[]
Illinois
3. Savings account closed during 1958 for []
[]
4. Account closed (date not shown) for []
[]
5. Open loan account for []

Mr. [] advised that relative to [] the bank's indices reflects an account closed on May 19, 1958, for []
[] Illinois. He stated that the index card also reflects []
[]

Mr. [] advised that the bank's indices failed to reflect any records identifiable with the following:

CG 49-2290

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b7C

1. [REDACTED]
2. Sterling-Harris Ford, Incorporated
3. [REDACTED]
4. LEO RUGENDORF

Mr. [REDACTED] advised that the open loan account on [REDACTED] was obtained on March 6, 1961, for a 1961 Ford Galaxie.

FEDERAL BUREAU OF INVESTIGATION

Date June 1, 1961

Police Officer [redacted] 31st Police District, Chicago Police Department, Chicago, Illinois, advised that their records reflect the following information concerning a burglary on March 8, 1961 at the Sterling-Harris Ford Agency:

"Department of Police - City of Chicago"

Offense Report

Date of Report - 13 March 61 #45327

Offense - Burglary

Name of Complainant - [redacted]

Address [redacted]

Name of Firm - Sterling-Harris Ford Agency
2626 North Cicero

Date and Time - 8 March between 1800-2000 hrs.

Reported by [redacted] [redacted] ILL.

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Date and Time - 8 March 61 - 2100 hrs.

Where entered - side door

Tool used to enter - tire iron

Description of Property Lost and Details of Offense

Complainant stated that on above date unknown person or persons gained entrance to above location by breaking a small window in door, entering, breaking coin boxes of cigarette and soft drink machine, loss not known at this time. One safe 2 X 5 was open but showed no marks that it was forced open.

Investigation revealed that safe was left open and that there was no money left in it, and ledgers were in another filing cabinet.

Station Complaint #885321

Investigating Officer - Detective [redacted]
[redacted] 31st District

On 5/25/61 at Chicago, Illinois File # 49-2290

by SA [redacted] /ijs Date dictated 6/1/61

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b7C

CG 43-2200

"Chicago Police Department Assignment Report"

Narrative Details: Assigned 2100 hrs, 8 March 61

[redacted] Sterling-Harris Ford Agency, 2626 West Cicero, upon returning to location, found glass panel 12" X 14" in small side door broke and latch released, by inserting hand into opening. Cigarette and soft drink vending machines were forced, loss at present time is unknown. Office safe was presumed locked when above person left location at 1800 hours. There were no marks of force on safe. Business is in difficulty and bookkeeper just resigned 7 March 61. Amount that was in safe is unknown. Comp. also states some ledgers concerning corporation are missing.

Reporting Officer - Sergeant [redacted]

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"Chicago Police Department Supplementary Report"

2100 8 March 1961 by Detective [redacted]

Interview [redacted]

for Sterling-Harris Ford Agency, 2626 North Cicero Avenue, and he stated that he had left the above place at about 1730 hours and returned at about 2000 hours and found the rear door to the entrance of the garage had been opened and that the small window in the door had been knocked out. Cigarettes and soft drink vending machines had been broken into but the amount of money taken is not known at this time.

Interviewed [redacted] of the above place and he states that the company is undergoing finance changes, and that the place was partially closed this date. In the rear room is a Diebold safe size 2 X 5 which was open and did not show any signs of it being forced open.

[redacted] stated that his bookkeeper, [redacted] had been present when place closed, his address and phone number could not be obtained. [redacted] was asked the amount of currency in the safe and all he would state was that it was a goodly amount. [redacted] did state that all the financial ledgers were missing from the safe.

CG 49-2290

Crime lab was not notified as no force was used on the safes. In the one safe that was open were two small netty cash boxes, and they were intact, according to [redacted] loss will be obtained at a later date.

[redacted] Called and talked to [redacted] in regards to alleged burglary of the above place. [redacted] stated that he was their bookkeeper until today and left the place at 1200 hours. He further stated that there was no money in the safe at the time he left. [redacted] was called and informed of this information and also to the fact that [redacted] stated that at time the ledgers were kept in another file cabinet in the office. b6 b7C

Officer [redacted] advised that numerous attempts were made to contact [redacted] to determine the exact amount of money that was taken in this burglary, but [redacted] would never furnish the amount of money involved. [redacted] stated that it was his opinion that there was no money involved in this burglary other than the money that was taken from the vending machines.

Date May 25, 1961

[redacted] a [redacted] residing at [redacted] Illinois, was interviewed at his residence on May 16, 1961, after prior attempts to contact him had been made on May 11 and 12, 1961.

[redacted] stated he is a personal friend of [redacted] having known [redacted] for several years and having done plumbing work at [redacted] residence in the past. He stated that on the morning of March 5, 1961, [redacted] telephonically contacted him and asked him if he wanted to make some extra money. He recalled [redacted] told him he would work one day only "delivering cars".

[redacted] advised that upon [redacted] instructions he reported to the Sterling-Harris Ford Company office in Chicago on Sunday morning, March 5, 1961. He advised that at that location an individual whom he had not seen previously told him to get in one of the many new cars parked in the area, and "follow the leader." He stated he complied with these instructions and drove an automobile either a Ford Falcon or a Ford to the vicinity of Waukegan, Illinois, where he parked the car in an empty lot. He noted that a number of the cars followed the individual designated as the leader; however, he could not identify the driver of any of the vehicles involved.

[redacted] furnished the following physical description of the individual who gave him his instructions and who seemed to be in charge of the transportation of the automobiles:

Race	White
Sex	Male
Age	Early forties
Height	6'
Weight	220 pounds

[redacted] recalled he made three trips from the Sterling-Harris parking lot to the empty lot located in the vicinity of Waukegan, Illinois. He stated that during ~~one trip while passing in the vicinity of Northbrook,~~

On 5/16/61 at Lincolnwood, Illinois File # 49-2290

by SA HARVEY N. JOHNSON, JJR/JVR Date dictated 5/19/61

CG 49-2290

Illinois, he and other drivers in the caravan were arrested by the Illinois State Police. He advised all drivers were brought to the Northbrook Police Department where they were booked for driving automobiles without proper registration. He recalled further that he was released on \$100.00 bond which bond was posted by an individual unknown to him. He recalled this individual only as being a white male, forty to forty-five years of age. He was unable to state if this individual was a professional bondsman.

[redacted] advised further that [redacted] informed him he was to receive \$30.00 for each car he drove from Chicago to the Waukegan area. He commented that he was never paid by [redacted] or any other individual for the three cars he drove. He recalled that upon his arrival at the Sterling-Harris lot at about 10:00 a.m. on March 5, 1961, he spoke briefly with [redacted]. He also recalled [redacted] merely informed him to follow the instructions of the aforementioned individual who seemed to be in charge of the operation.

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[redacted] declared he was not aware of the location of any Sterling-Harris automobiles other than those which were driven from Chicago to the Waukegan area.

[redacted] stated he is not acquainted with FELIX ALDERISIO and he added he could not identify a photograph of this individual. He stated he is acquainted with LEO RUGENDORF who [redacted]

[redacted] He added that [redacted] in RUGENDORF's residence and that he has seen RUGENDORF in the neighborhood upon many occasions. [redacted] also stated he was confident he had not seen RUGENDORF at the Sterling-Harris lot in Chicago on March 5, 1961, or at any location on that date. He added that he was not aware of any possible connection between Sterling-Harris Ford Company and LEO RUGENDORF until this connection was mentioned in newspaper accounts relating to the bankruptcy of that company.

CG 49-2290

[] was questioned concerning a 1960 Ford Starliner sedan, color white over yellow, which was parked in his driveway. He advised he purchased this automobile from Sterling-Harris Ford, Incorporated, Chicago, on March 1, 1961, for \$2,070.00 in cash. He stated the salesman in this transaction was [] and he exhibited a bill of sale for this vehicle which was marked "paid in full." This bill of sale in []'s possession indicated the aforementioned automobile had Vehicle Identification Number OG53X-100763. [] also exhibited an Illinois Certificate of Title, dated November 6, 1959, issued in the name of []

[] Chicago, which certificate of title bore the same information relative to the above-described 1960 Ford. This certificate of title indicated that [] had purchased this vehicle in a new condition on October 9, 1959. The title was assigned by [] to Sterling-Harris Ford, Incorporated, on September 9, 1960, and [] signature was notarized by []. Further examination of this certificate of title reflected it was reassigned to [] by Sterling-Harris Ford, Incorporated, on March 1, 1961, and bore the signature of [] Secretary-Treasurer." which signature was notarized on March 1, 1961, by []

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[] commented he had not attempted to transfer the title on the aforementioned 1960 Ford Starliner sedan to his own name inasmuch as he had read in newspapers that all titles issued by Sterling-Harris Ford, Incorporated, had been "frozen" by the Secretary of State in Springfield, Illinois. He added, however, that he drove this car occasionally by affixing Illinois license plates from another automobile which he owned.

Date May 25, 1961

[redacted] residing at [redacted] Illinois, advised he is the owner of a 1960 Ford Starliner sedan, color white over yellow, bearing Vehicle Identification Number OG53X-100763. He exhibited a certificate of title issued by the State of Illinois for this vehicle which title had been assigned to him by Sterling-Harris Ford, Incorporated, Chicago, Illinois.

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The above-described automobile was examined and it was found that the vehicle identification plate attached to the left front pillar post for the same vehicle identification number as indicated on the aforementioned Illinois Certificate of Title. The general appearance of this automobile, as indicated by worn floor mats, upholstery and deteriorating exterior finish, indicated this vehicle had been in use for some considerable length of time.

On 5/16/61 at Lincolnwood, Illinois File # 49-2290

by SA HARVEY N. JOHNSON, JR/JVR Date dictated 5/19/61

FEDERAL BUREAU OF INVESTIGATION

5/18/61

Date: _____

_____ advised that on a Saturday, date not recalled; he was at Lee's Towing Service, 35th and Normal, when one _____ came in with his towing truck. _____ at that time was working for Lee's Towing. _____ asked _____ if he would like to take a ride, and they then proceeded to the Sterling-Harris lot, where _____ was to pull cars out of the mud with his tow truck. It was then that _____ was engaged to drive some of the cars to Park City, Illinois. He advised that actually _____ asked if he wanted to drive these cars, and that _____ had made the arrangements. b6 b7C

_____ stated that he drove four or five 1960 or 1961 Fords to Park City, Illinois, and made the return trip in a new Ford pickup truck with other drivers. He stated that the cars left in groups of five or six at a time and that each group had a leader. He stated that he did not know any of these drivers. He advised that this transportation occurred late on Saturday night and early on Sunday morning. He advised that he received \$50.00 for his work and that this money was given to him by _____. He advised that _____ was at the Sterling-Harris lot all day on Saturday, removing cars from the mud.

_____ stated that he had no conversation with anyone concerning the reason these cars were being moved, stating that he believed it was being done because the lot was too muddy.

Regarding his being arrested, he advised that one of the fellows, an older individual, whom he does not know, put up the bond for all of the fellows arrested.

He was shown photos of FELIX ALDERISIO and LEO RUGENDORF. He selected the photo of RUGENDORF and stated that he looked like, but he was not positive; one of the individuals who had been around the lot all day on Saturday helping to direct the operation of moving the cars. He stated that there were several others also directing this operation. He could not identify ALDERISIO.

On 5/16/61 at Dolton, Illinois File # 49-2290

by SA _____ /djs Date dictated 5/17/61 b6 b7C

CG 49-2290

He described RUGENDORF as being short and stocky in his late 30's or early 40's and was wearing a big bulky jacket, black in color, the sleeves being of leather, the rest of cloth.

[redacted] advised that [redacted] now lives between [redacted] on the South side of [redacted] in a rear basement flat,

He advised that he himself can be contacted if necessary at [redacted] in care of [redacted] his grandmother, 2nd floor rear, telephone [redacted]

b6
b7C

Date June 7, 1961

[redacted]
Illinois, was advised that he did not have to make any statements, and that any statements he made might be used against him in a court of law. He was advised that he had the right to consult an attorney and no promises or threats were made to him in order to secure the following information.

[redacted] was first employed by Sterling-Harris Ford, Incorporated, 4748 West Fullerton, in July, 1959. His employment consisted of [redacted] and was also called [redacted]

On Thursday morning, March 2, 1961, [redacted] a [redacted] for Sterling-Harris, told him Sterling-Harris was going out of business and that he would have to get another job. He said at this time he was working on cars at [redacted] getting new cars ready for customers. On March 5, 1961, [redacted] told him to go with him to a lot at Fullerton and Narragansett where cars belonging to Sterling-Harris Ford were kept. [redacted] and an unknown white male, age approximately 35 to 40, 5'7" to 5'9" tall, 170 pounds, brown eyes, gray cap, who he thinks was possibly LEO RUGENDORF told him to get in a new 1960 black two door Fairlane Ford, which had six cylinders and a straight transmission, radio and heater. [redacted] followed about nine white men, each driving a car from the lot, to Waukegan, Illinois. The specific address where the cars were delivered is unknown, but they parked the cars and left the keys. Then a man in a 1961 Falcon bus drove all of the men back to the lot at Fullerton and Narragansett in Chicago. b6 b7C

At this time a man believed to be LEO RUGENDORF was waiting by himself at this lot at Fullerton and Narragansett and told [redacted] to drive a 1961 two door Ford, yellow in color, model Falcon V-8, bearing a radio and heater with white wall tires up to the same place he had left the other cars. [redacted] left the lot with this car and proceeded to the same spot near Waukegan, Illinois, which he thinks is Park City, Illinois.

On 6/2/61 at Chicago, Illinois File # 49-2290

by SAs [redacted] & JACK E. LEWIS/bjd Date dictated 6/6/61 b6 b7C

CG 49-2290

[redacted] as well as all the other drivers mentioned above were stopped by the police near Northbrook, Illinois, and were taken to the police station due to the cars having no license plates and the drivers having no chauffeurs license. The man called [redacted] who was driving the Falcon bus paid the bond for all the drivers and [redacted] understood [redacted] to say it cost \$1,800. [redacted] appeared to have a sizeable amount of money in his pocket inasmuch as [redacted] observed at least \$500 or \$600 in bills.

b6
b7C

[redacted] was born [redacted]
[redacted]

Date May 31, 1961

[redacted]
Illinois, furnished the following information:

[redacted] advised that he had been employed by Sterling-Harris Ford, Incorporated as a salesman since approximately May of 1960, until it closed its doors in March of 1961.

[redacted] advised that he is also known under the name of [redacted] which name he uses because he sometimes has trouble with customers who are dissatisfied with their car purchases calling him at his home.

[redacted] advised that he worked at Sterling-Harris Ford, Incorporated on March 4 and 5, 1961, and that he saw nothing at all unusual occurring on those dates. He stated that he has subsequently heard that between 200 and 300 cars were moved from the premises on those dates by sales and/or other means, but that he has no personal knowledge of any unusual occurrences or irregularities.

He stated that on March 4 and 5, 1961, he was unable to sell a single car and that he was only concerned with his sales and not with what anyone else was doing on the premises.

[redacted] advised that he does not know anyone by the name of [redacted] or [redacted] or Jay Coe Motors or Auto Town. He stated that since he does not know anyone by the name of [redacted] he could not have contacted him on March 4 or 5, 1961, to offer some used cars for sale. He stated that he has absolutely no information about any cars which might have been purchased by [redacted] Jay Coe Motors or Auto Town and that he did not participate in any such transactions in any manner, shape or form.

[redacted] further stated that he does not know at which bank Sterling-Harris Ford, Incorporated maintained its bank account. He stated that he was paid by check, but that he never paid any attention to the name of the bank on which his payroll checks were drawn.

[redacted] viewed copies of three Sterling-Harris Ford, Incorporated checks numbered 5671, 5688, and 5689, dated

On 5/23/61 at Chicago, Illinois File # CG 49-2290

by SAs [redacted] & HENRY HIRSCHENBERGER Date dictated 5/26/61
mkp

CG 49-2290

March 3, March 5, and March 5, 1961, respectively, each in the amount of \$10,000, payable to cash, which had been cashed at the Midwest Bank and Trust Company, Elmwood Park, Illinois.

[] advised that he has never seen these checks before and that he very definitely did not cash them at the Midwest Bank and Trust Company.

[] viewed pictures of LEO RUGENDORF, [] and FELIX ALDERISIO and advised that he has never seen any of these individuals before.

[] advised that he is presently [] Chicago, Illinois, which is a used car lot. He stated that this corporation was formed about one month ago and that [] is the president and [] is the secretary. He advised that [] is the bookkeeper for [] Incorporated. He also stated that [] is the [] who was employed as a [] by Sterling-Harris Ford, Incorporated at the time it went into bankruptcy. He stated that neither [] as he is also known or [] has any interest in []

b6
b7C

[] advised that he has been arrested on one occasion on a charge of some kind of fraud which had to do with the sale of a car which he had made about one year ago, but that he was acquitted of this charge before Judge SMITH.

The following is a description of [] obtained by interview and observation:

Race
Sex
Age
Born
Place
Height
Weight
Build

White
Male
[]
Chicago, Illinois
5' 10"
220 lbs.
Heavy

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Hair
Eyes
Marital Status
Wife
Children

Brown
Hazel
Married

[REDACTED]

b6

[REDACTED]

b7C

CG 49-2290

HH:Jem

On June 6, 1961, [redacted]
to the United States Attorney, United States Courthouse, Chicago,
Illinois, furnished the following information to SA HENRY HIRSCH-
ENBERGER. [redacted] advised that he had received information
from a confidential source that [redacted]

[redacted]
[redacted] and had been registered in Ohio. He stated that one [redacted]

b6
b7C
b7D

Date 6/8/61

[redacted] Associates
Discount Corporation (ADC), furnished the following information:

Information has come to the attention of ADC to the effect that approximately 12 to 15 cars which should have been in the Sterling-Harris, Inc., inventory as of the time it closed its doors and which cars are unaccounted for, were transported east on the Indiana Toll Road to either the first or second small town in Ohio just east of the Indiana line. According to this information, the cars were thereupon registered in Ohio in an obvious attempt to circumvent any stop which may have been placed with the Illinois Secretary of State. [redacted] advised that someone by the name of [redacted] supposedly had something to do with the transportation of these automobiles to Ohio. He also advised that a Ford dealer in Chicago Heights, Illinois, whom he believed to be Gies Ford Sales, Inc., supposedly had something to do with this transaction.

b6
b7C

[redacted] advised that ADC had received this information from a newspaper reporter and that he did not attempt to estimate its reliability.

On 5/31/61 at Chicago, Illinois File # 49-2290

by SA HENRY HIRSCHENBERGER/Jem Date dictated 6/6/61

Date June 6, 1961

[redacted] Gies Ford Agency, 13th and Halsted, Chicago Heights, Illinois, advised that he has never had any dealings with Sterling-Harris Ford, Inc. He also stated that he knows nothing concerning the eleven to fifteen Fords allegedly moved over the Indiana Toll Road to some dealer in Ohio. He also advised that he knows no one by the name of [redacted] (phonetic).

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On 6/1/61 at Chicago Heights, Illinois File # CG 49-2290
by SA [redacted] /gaa Date dictated 6/2/61

b6

b7C

FEDERAL BUREAU OF INVESTIGATION

Date June 6, 1961

[redacted] Gies
Ford Agency, 13th and Halsted, advised that this agency
has never had any dealings with Sterling-Harris.

b6
b7C

On 6/1/61 at Chicago Heights, Illinois File # CG 49-2290

by SA [redacted] /gaa Date dictated 6/2/61

b6
b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

6/8/61

Date _____

[redacted] Associates Discount Corporation (ADC), South Bend, Indiana, furnished the following information with respect to purchasers of certain Sterling-Harris Ford cars whom ADC has been unable to locate. The following is current information received by ADC:

With respect to purchaser [redacted] listed at [redacted] Illinois, he may be identical with [redacted] of 542 North Pine Street, Chicago, Illinois. [redacted] wife's name is [redacted] and has telephone number [redacted]. He is employed by the P. Cerone Bonding Company, 333 Huntington Street, Elmhurst, Illinois. [redacted] observed that [redacted] is also listed as a purchaser of one of the Sterling-Harris Fords in which ADC has an interest.

With respect to the car listed to [redacted] he advised that a [redacted] resides at [redacted] Illinois. He also advised that a [redacted] age 36 resides at the above address and that during the course of the last few years, [redacted] has been employed at various occupations. He is supposedly part-owner of the [redacted] located at [redacted]. His partner in [redacted] is [redacted]. [redacted] has resided at the [redacted] address for about 8 years and previously resided at [redacted] and [redacted] is supposedly at present a partner in the [redacted] at [redacted]. His mother, [redacted] still resides at [redacted]. [redacted] was formerly employed by [redacted], Chicago. His wife uses the names of [redacted] and according to [redacted] is apparently another name by which she is known. [redacted] is reportedly a close associate of [redacted].

[redacted] of [redacted] and [redacted] of [redacted] of [redacted] and [redacted]

[redacted] advised that one [redacted] whose address is listed at [redacted] Illinois, was listed as the purchaser of a 1961 Fairlane tudor Ford, SN 1G31W143709, from Sterling-Harris Ford and that [redacted] is listed as a

5/31/61

Chicago, Illinois

CG 49-2290

On _____ at _____ File # _____

SA HENRY HIRSCHENBERGER/Jem

Date dictated 6/6/61

CG 49-2290

purchaser of a 1961 Ford four door Town Sedan, SN 1F42V163195.

[redacted] further advised that on the car reportedly sold to [redacted] ADC has received information that a loan has been made on this car to one [redacted] [redacted] Illinois, by the Merchant's National Bank.

With respect to the 1960 Ford convertible, SN OF55X269111, listed to [redacted] Chicago, Illinois. [redacted] advised that ADC has received information that one [redacted] whose wife's name is [redacted] residing at [redacted] Illinois, may be identical with the purchaser of this car.

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b7C

With respect to the 1961 Ford Town Sedan, SN 1G42V144414, reportedly sold to [redacted] Illinois. [redacted] advised that ADC has received information that one [redacted] Chicago, Illinois, had on March 21, 1961, paid off a loan on a car at the Central National Bank, 728 West Roosevelt Road, Chicago, Illinois.

With respect to a 1961 Ford Country Sedan, SN 1F64W205402, reportedly sold to one [redacted] Chicago, Illinois, [redacted] advised that this purchaser is possibly identical with one [redacted] whose wife's name is [redacted] and who resides at [redacted] Chicago, Illinois. This [redacted] is reportedly employed by [redacted]

Date June 9, 1961

The information regarding the cars and trucks which should have been in Sterling-Harris Ford, Incorporated inventory at March 5, 1961, and which were reported missing by Associates Discount Corporation (ADC) or were otherwise unaccounted for has been summarized and consolidated in the following schedule. This includes information received from a review of copies of title applications or other documents made available by the Office of Secretary of State of Illinois.

Information regarding the purchase price and purchase dates as supplied by the purchasers upon interview is also set forth.

The ADC cost figure is shown as the valuation for the car in those instances in which efforts to locate the listed purchaser were unsuccessful, in those instances in which no information has been developed as to the identity of the purchaser and in those instances in which the purchaser refused to furnish any information regarding the purchase price.

This schedule reveals the following information:

Amount of cash paid according to the purchaser	\$193,967.65
Valuation of cars on which no information obtained regarding amount of cash paid, missing cars, etc.	\$110,035.84
Total	\$304,003.49

The schedule follows:

On 5/12/61 - at Chicago, Illinois File # 49-2290
6/7/61
by SAA HENRY HIRSCHENBERGER/bas Date dictated 6/9/61

44-2240:
HAK
6/7/61



STERLING-HOOD'S FORD, INC.

KEY TO SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

ADC
SS
TA
LA
CO

= ASSOCIATES DISCOUNT CORPORATION
= SECRETARY OF STATE ILLINOIS
= TITLE APPLICATION
= LICENSE APPLICATION
= CERTIFICATE OF ORIGIN

© (IN "AMOUNT" COLUMN)
UTL (" " ")
BS

= CASH PAID (PER PURCHASER)
= UNABLE TO LOCATE PURCHASER
= BILL OF SALE

NOTES: IN AMOUNT COLUMN, ADC COST FIGURE IS USED IN THOSE INSTANCES IN WHICH UNABLE TO LOCATE LISTED PURCHASERS, IN WHICH NO INFORMATION HAS BEEN DEVELOPED AS TO THE IDENTITY OF THE PURCHASER AND ALSO WHERE THE LISTED PURCHASER REFUSED TO FURNISH ANY INFORMATION REGARDING THE PURCHASE PRICE.

IN THOSE INSTANCES IN WHICH PURCHASER FURNISHED APPROXIMATE AMOUNT OF PURCHASE PRICE AND EXACT AMOUNT NOT AVAILABLE FROM DOCUMENTS, APPROPRIATE NOTATIONS MADE ADJOINING LISTED AMOUNT.

49-2290
 TPK
 11/26/68 - 6/1/61
 P. 1 of 11

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL No.	COST PER H. D. C.	STERLING-HARRIS STOCK No
①	NEW	SEE ③ ①④ ②② ②④ ⑤①	1960	FORD	TRUCK CHASSIS CAB (PERC.O)	F60C0614568	2752.42	7529
②	"	SEE ①	"	"	" CHASSIS CAB (PERC.O)	F60C0616470	2618.62	7727
③	"		"	"	"	F10J0619371	1635.19	440
④	"		"	"	TWN. SDN.	0642V144398	2166.00	7940
⑤	"	SEE ⑤① ①②⑦ ①③① ①③④ ①③⑥ ①③⑦ ①③⑧ ①④① ①④③ ①④⑦ INFO FROM [] (RELATED TO AUTO TOWN DEALS).	"	"	"	0652V146376	2424.01	N-7982 b6 b7C
⑥	NEW		"	"	4 DR.	0632V147118	2035.73	7984
⑦	"		"	"	2 DR.	0631V171214	1842.97	476
⑧	"	SEE CARS ①① ④⑦ ④⑧ ④⑨ ①①④ ①①⑧ ①④⑧ ①④⑨ ①⑤①	"	"	CONV.	0655W174342	2626.43	533
⑨	"		"	"	TWN. SDN.	0642V178539	1944.69	586
⑩	"	SEE CAR ⑧	"	"	CONV.	0655W178960	2717.68	621
⑪	"	SEE ③⑤	"	"	" SS (TWO DOOR CONVERTIBLE)	0655W179349	2717.88	622
⑫	"		"	"	"	0655X269111	2773.04	457
⑬	"	SEE ③⑧	"	"	"	0655X272522 ✓	2762.44	477
⑭	"		"	"	"	0655X271421	2762.44	465
⑮	"		"	"	"	0655W272585	2717.94	489

PURCHASER	AMOUNT	DATE	REMARKS	
TWIN DISTRIBUTING CO, INC 13250 S. WENTWORTH CHICAGO, ILL.	\$ 2252.42 (ADC COST)	3/1/61	(TA) - NO LIEN - [REDACTED] SIGNED ON BEHALF OF TWIN DIST. INC. ON T.A.	T.A. NOTARY: 3/1/61 C.O. NOTARY: 3/1/61 TA LA CO.
TWIN DISTRIBUTING CO, INC 3250 S. WENTWORTH CHICAGO, ILL.	\$ 2618.62 (ADC COST)	3/1/61	NO LIEN [REDACTED] SIGNED ON BEHALF OF TWIN DIST. INC. ON T.A.	T.A. NOTARY: 3/1/61 C.O. NOTARY: 3/1/61 TA LA CO.
[REDACTED]	\$ 1635.19 (ADC COST USED)			
[REDACTED] AKRON, OHIO	\$ 2266.00	0/2 3/5/61	(PER INTERVIEW PURCHASED THRU HER BROTHER [REDACTED])	
* JAY-CEE MTR SALES 5420 W. MADISON ST CHICAGO, ILL.	\$ 11175.00 (THIS IS THE ENTIRE AMOUNT PAID FOR THIS AND TEN OTHER CARS NOTED IN LEFT MARGIN)	3/8/61	[REDACTED] SIGNED ON BEHALF OF STERLING-HARRIS AS SELLER'S AGENT. NOTARY IS [REDACTED]	SSO TITLE MAILED TO AUTOTOWN 1121 MADISON MAYWOOD ILL. (TA)
[REDACTED] MILWAUKEE WISCONSIN	2035.73 (ADC COST FIGURE USED; REFUSED INTERVIEW OR DOCUMENTS)		[REDACTED]	
[REDACTED] CHICAGO, ILL.		3/12/61	NO FURTHER INTEREST IN CAR. ADC HAS CONTRACT ON CAR WITH [REDACTED]	TA
[REDACTED] CHICAGO, ILLINOIS	15000.00		THIS \$15,000.00 IS CASH PAID FOR THIS CAR AND THE OTHER CARS NOTED IN LEFT HAND MARGIN. ALSO GAVE [REDACTED] A \$7000.00 NOTE.	b6 b7C
[REDACTED] MILWAUKEE WISCONSIN	2050.00 (APPROXIMATELY \$2050.00 PER [REDACTED] NO DOCUMENTS SHOWN)	3/4/61 3/5/61		
[REDACTED] BERWYN, ILLINOIS	SEE ⑧			
[REDACTED] CHICAGO, ILL.	3001.50	3/5/61	NO LIEN SHOWN	(2) TA
[REDACTED] CHICAGO, ILLINOIS	2773.04 (ADC's COST)			STOKIE, ILL. 8006 [REDACTED] FROM [REDACTED] ON 3/25/61
[REDACTED] SKOKIE, ILLINOIS	2898.00 MARCH 1961 (PER [REDACTED] NOTICE)			
[REDACTED] ELMHURST ILL.	2762.44 (ADC COST - PAID - NO DOCUMENTS SHOWN)	3/5/61	NO LIEN SAYS CAN'T RECALL AMOUNT	NOTARY: 3/5/61 TA
	2717.94 (ADC COST)			

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 TRK
 4/16/61 - 6/17/61
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STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL NO.	COST PER A. D. C.	STERLING-HARRIS STOCK NO.
(16)	NEW		1960	FORD	CONV.	4F55X291046	2703.04	574
(17)	"	SEE (1)	1961	"	TRK. (CAB CHASSIS PER C.O)	C55C1110660	3056.43	916
(18)	"	SEE (146)	"	"	"	F11CK113275	2358.88	1006
(19)	"	SEE (1)	"	"	"	E10SH120439	1608.97	965
(20)	"	SEE (23)	"	"	"	F10J61213985	1654.87	1047
(21)	"	SEE (1)	"	"	TRK CO (PICKUP)	E10SH125359	1608.97	1042
(22)	"	SEE (1)	"	"	CAB (CAB CHASSIS PER C.O)	C55C113712	3005.01	1170
(23)	"	SEE (20)	"	"	PICKUP	E10SH130144	1608.97	1112
(24)	"	SEE (1)	"	"	"	E10SH132445	1608.97	1181
(25)	"	SEE (26) (49) (66) (80) (86) (87) (91) (92) (99) (132) (151) (152)	"	"	TRUCK SS (TAXI) FORDOR	1632V150527	2171.83	NAME SHOWN
(26)	"	(INFO. FROM [REDACTED]) SEE (25)	1960	FORD	TRUCK (SS TAXI) FORDOR	1632V150528	2171.83	" b6 b7C
(27)	"	SEE (117)	"	"	CLD. SDN.	1651W104097	2478.88	734
(28)	"		"	"	TWN. SDN.	1652W104494	2520.88	740
(29)	"		"	FALCON	4 DR. SDN.	1K12S111704	1694.96	757

PURCHASER	AMOUNT	DATE	REMARKS
[REDACTED]	U.T.L. \$ 2703.04		1135 S. STATE ST. IS ADDRESS OF AMERICAN BAIL BOND COMPANY.
CHICAGO, ILLINOIS			
TWIN DISTRIBUTING CO., INC. 3250 S. WENTWORTH CHICAGO, ILL.	\$ 3056.43 (ADC COST)	3/1/61	NO LIEN [REDACTED] SIGNED T.A. FOR TWIN DIST. T.A. NOTARY: 3/1/61 [REDACTED] CHICAGO, ILL. C.O. NOTARY 3/1/61 [REDACTED]
SHERIDAN ELECTRIC CO. 4403 FULLERTON AVE. CHICAGO, ILLINOIS	① \$ 2625.00 (C.P.R.)	3/4/61	
RUGENDORF BROS. 2449 WENTWORTH AVE CHICAGO, ILL.	\$ 1608.97 (ADC COST)	3/4/61	NO LIEN T.A. NOTARY: 3/10/61 [REDACTED] CG. C.O. NOTARY ON 3/10/61 [REDACTED]
[REDACTED]	① \$ 1759.50	3/4/61	LIENOR: MELROSE PARK NATIONAL BANK, 9 BROADWAY MELROSE PARK, ILL. DATED 3/16/61 AMOUNT \$ 1687.50 SS NOTARY [REDACTED] MELROSE PARK.
BERKELEY, ILL.			
RUGENDORF BROS. 2449 S. WENTWORTH CHICAGO, ILL.	\$ 1608.97 (ADC COST)	3/4/61	NO LIEN SHOWN T.A. NOTARY 3/10/61 [REDACTED] CG. C.O. NOTARY 3/4/61 [REDACTED]
TWIN DISTRIBUTING CO., INC. 3250 S. WENTWORTH CHICAGO, ILL.	\$ 3005.01 (ADC COST)	3/1/61	NO LIEN SHOWN - [REDACTED] SIGNED T.A. FOR TWIN DIST. T.A. NOTARY 3/7/61 [REDACTED] CHICAGO, ILL. C.O. NOTARY = 3/1/61 [REDACTED]
[REDACTED]	① \$ 1862.00	3/4/61	NO LIEN SHOWN SS NOTARY [REDACTED] ILLEGIBLE
BERKELEY, ILL.			
RUGENDORF BROS. 2449 S. WENTWORTH CHICAGO, ILL.	\$ 1608.97 (ADC COST)	3/4/61	NO LIEN SHOWN T.A. NOTARY: 3/10/61 [REDACTED] CG. C.O. NOTARY 3/4/61 [REDACTED]
CHICAGO RED TOP CAB CO. 3736 N. HALSTED CHICAGO, ILL.	① \$ 2250.00	3/5/61	SS = NO LIEN SHOWN [REDACTED] SECY SIGNED APPLICATION. SS = NO LIEN SHOWN [REDACTED] SECY SIGNED APPLICATION
[REDACTED]	① \$ 5175.00 (TOTAL CASH PAID FOR THIS CAR AND FOR CAR (17))	3/2/61	
CHICAGO, ILLINOIS			
STERLING-HARRIS ANNOUNCER	(SEE INTERVIEW OF [REDACTED] KNOWN AS [REDACTED])		NO FURTHER INTEREST THAN CAR.)
[REDACTED]	① \$ 1863.00	3/14/61	SS = NO LIEN SHOWN; [REDACTED] SIGNED FOR SELLER. SS NOTARY = 3/14/61 [REDACTED] CHICAGO, ILL.

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 TPK
 1/16/67 - 6/17/67
 P30/11

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL No.	COST PER A.D.C.	STERLING- HARRIS STOCK NO.
(30)	NEW		1961	FORD	2 DR. H.T.	1657W 116548	252773	843
(31)	"		"	FALCON	4 DR. SDN.	1H12S 117133	170132	825
(32)	"		"	"	2 DR. WGN.	1H21S 117135	2105.72	862
(33)	"		"	FORD	2 DR. SDN.	1641V 118228	216036	863
(34)	"		"	FALCON	2 DR. WGN.	1H21S 118062	2042.72	878
(35)	"	SEE (11)	"	T-BIRD	2 DR. H.T.	1Y712 122576	3808.81	1177
(36)	"		"	FALCON	4 DR. SDN.	1H12S 124734	170132	918
(37)	"		"	"	"	1K12S 126188	1962.22	856
(38)	"		"	FORD	H.T.	1653V 126774	2286.72	935
(39)	"		"	"	"	1653W 126725	2464.28	936
(40)	"	SEE (116)	"	"	" (SS = STARLINER 2DR)	1653V 127254	2351.07	950
(41)	"		"	FALCON	4 DR. SDN.	1H12S 128023	170132	975
(42)	"		"	FORD	2 DR.	1631V 129170	2071.29	971
(43)	"		"	T BIRD	CONV.	1Y732 133767	4419.45	NONE SHOWN

PURCHASER	AMOUNT	DATE	REMARKS	
[REDACTED] ATTORNEY CHICAGO, ILLINOIS			CAR ACCOUNTED FOR - NO FURTHER INTEREST (PURCHASED FROM TRUSTEE)	
[REDACTED] U.T.L. CHICAGO, ILLINOIS	\$ 1701.32 (ADC'S COST)		NO LIEN SHOWN	SS - NOTARY 3/6/61 [REDACTED]
[REDACTED] CHICAGO, ILL	\$ 2105.72 3/4/61 (ADC'S COST; NO INTERVIEW)		SS - NO LIEN SHOWN ON 3/4/61; REGISTERED LIEN COSMOPOLITAN NATIONAL BANK OF CHICAGO, 501 N. CLARK ST AS OF 4/11/61 AMOUNT \$ 1633.00.	SS - NOTARY (3/6/61) TA [REDACTED] DIVISION - CLARK CURRENTLY EXCHANGE.
[REDACTED] WILMETTE, ILL	© 2380.50 3/1/61		SS - LIENOR = BANK OF LINCOLNWOOD, 4650 W. TOWHY LINCOLNWOOD, ILL. AS OF 3/6/61 = \$ 1,775.00.	SS - NOTARY (3/1/61) TA [REDACTED]
[REDACTED] CHICAGO, ILL	© 2277.00 3/5/61		SS - NO LIEN SHOWN ON 3/5/61; REGISTERED LIEN MAIN STATE BANK 1965 MILWAUKEE CHICAGO AS OF 3/23/61 = \$ 1368.00	SS - NOTARY (3/6/61) TA [REDACTED]
[REDACTED] SKOKIE, ILL	© \$ 1500.00 3/3/61 (MONEY ORDER + TRADED IN 1959 OLDS VIN # 59TM44359)		SS - NO LIEN SHOWN; BS - NO SELLER'S SIGNATURE ON APPLICATION.	SS - NOTARY (3/3/61) TA [REDACTED]
[REDACTED] CHICAGO, ILL	© 1490.00 3/5/61 (RECEIVED NO DOCUMENTS, OTHER THAN TITLE)		PAYS PAID \$ 1490.00 CASH; (RECEIVED NO DOCUMENTS, OTHER THAN TITLE)	SS - NOTARY (3/5/61) TA [REDACTED] CHICAGO, ILL [REDACTED] ON 3/24/61 b6 b7C
[REDACTED] STERLING HARRIS ANNUNCIATOR			NO FURTHER INTEREST	
[REDACTED] CHICAGO, ILLINOIS	© \$ 2484.00 3/4/61			
[REDACTED] CHICAGO, ILL	2464.38 3/4/61 (THIS IS AMOUNT OF ADC (COST NO DOCUMENTS SEEN.)			SS - NOTARY TA [REDACTED]
[REDACTED] ELMWOOD PARK, ILL.	\$ 2351.07 3/4/61 (NO INTERVIEW; ADC COST USED)		SS = NO LIEN SHOWN. SS = [REDACTED] SIGNED FOR STERLING HARRIS AS SELLER.	SS - NOTARY TA [REDACTED]
[REDACTED] OAK PARK, ILL.	© 1863.00 3/5/61 (DISPATCHED NO BILL OF SALE)		SS = NO LIEN SHOWN	SS - NOTARY TA [REDACTED]
[REDACTED] CHICAGO	\$ 2171.29 3/5/61 (REFUSED INTERVIEW; NO DOCUMENTS; ADC COST USED)		SS - NO LIEN SHOWN	SS - NOTARY TA [REDACTED]
[REDACTED] RIVERSIDE ILLINOIS	© 2271.00 3/3/61 (ALSO RECEIVED ALLOWANCE OF \$ 3395.30 ON 1961 FORD TRADED IN.)			

49-2290
 7/16/61
 4/27/61
 P4911

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL No.	COST PER A. D. C.	STERLING HARRIS STOCK No.
(44)	NEW		1961	FORD	4 DR. SEDAN	1642V134572	220236	1030
(45)	"		"	"	"	1642V135000	198431	1049
(46)	"		"	FALCON	4 DR.	1H12S137951	170132	1100
(47)	"	SEE (8)	"	"	2 DR. WGM.	1H21S138459	201487	1166
(48)	"	SEE (8)	"	FORD	CLB. SEDAN	1641V138490	194231	1113
(49)	"	SEE (25)	"	"	4 DR.	1632V138036	211329	1092
(50)	"		"	"	"	1632V139782	189524	1116
(51)	"	SEE (1)	"	"	CUSTOM CAB (STA BUS PER CO)	E105H140151	212164	1225
(52)	"		"	FALCON	4 DR.	1H12S140916	170132	1153
(53)	"	SEE (25)	"	FORD	"	1632V140918	206784	1131
(54)	"		"	"	TWIN SEDAN (FORDOR)	1642V140919	198431	1147
(55)	"		"	"	"	1652W141295	250327	1148
(56)	"		"	FALCON	4 DR. SEDAN	1H12S141348	170132	1151
(57)	"	SEE (3)	1960	FORD	CLB. SEDAN	0651W141606	240109	7891

PURCHASER	AMOUNT	DATE	REMARKS	
CHICAGO	② \$2400.00 (APPROXIMATE AMOUNT PER YORK; NO DOCUMENTS MADE AVAILABLE)	3/5/61	NO LIEN SHOWN NOTARY: [REDACTED]	TA
CHICAGO, ILL	② \$2173.00	3/5/61	NO LIEN SHOWN NOTARY: 3/5/61 CHICAGO, ILL	TA
BERWYN, ILL.	② \$1860.00 (AMOUNT PER OWNER CALL FROM [REDACTED] REFUSED INTERVIEW NO DOCUMENTS SHOWN)	3/5/61	NO LIEN SHOWN; [REDACTED] IS NOTARY. ILL. ACQUIRED CAR ON 4/4/61	(2) TA
WESTERN SPRINGS, ILL.	SEE ⑧		NO LIEN SHOWN NOTARY: 3/5/61	
CHICAGO, ILLINOIS	SEE ⑧ (BRAGIEL)		NO LIEN SHOWN NOTARY: 3/5/61	
CHICAGO, ILLINOIS	② \$2290.75 (RED TOP)			
	\$1895.24 (ADC COST)			b6 b7C
LEO RUFENDORF 2449 S. WENTWORTH CHICAGO, ILL	\$2121.64 (ADC COST)	3/5/61	NO LIEN SHOWN NOTARY: 3/5/61 [REDACTED]	TA. CO. 4A.
CHICAGO, ILLINOIS	② \$1864.36	3/5/61		
CHICAGO, ILLINOIS	② \$2243.71	3/5/61	[REDACTED] IS ATTORNEY FOR RED TOP CAR AND PURCHASED CAR THRU [REDACTED]	
CHICAGO	(UTL) 1984.31 (ADC COST)	3/5/61	NO LIEN SHOWN DEALER'S SIGNATURE ILLEGIBLE NOTARY'S " " , BERWYN, ILL (NO STREET)	TA
CAR PICKED UP BY ADC PER [REDACTED] ATTY. - NO FURTHER INTEREST SINCE ACCOUNTED FOR.				
ELMHURST, ILL	② \$1800.00 (APPROX. AMT PER PURCHASER; NO DOCUMENTS SEEN)	3/2/61	NO LIEN SHOWN [REDACTED] SIGNED AS AGENT FOR STERLING HARRIS NOTARY IS [REDACTED] (3/2/61)	TA
J. C. MOTOR SALES 5420 W. MADISON CHICAGO, ILLINOIS	SEE ⑤		NO LIEN - TITLE TO BE MAILED TO AUTO TOWN 1124 W. MADISON, MAYWOOD, ILL	TA

49-450
725
4/12/61
P65711

STERLING HARRIS FORD, INC.
 SCHEDULE OF CARS REPORTED MISSING BY
 ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL No.	COST PER A.D.C.	STERLING- HARRIS STOCK No.
(58)	NEW		1961	FORD	CLB. VICTORIA (2 DOOR H.T.)	1657W141634	244538	1145
(59)	"	SEE (8)	"	FALCON	2 DR.	1415 141771	165072	1176
(60)	"		"	"	4 DR.	14125 141772	170132	1169
(61)	"		"	"	2 DR. W6N.	14215 141773	190987	1192
(62)	"		"	FAIRLANE	2 DR.	1631V 142259	185324	1123
(63)	"	SEE (20)	"	GALAXIE	TOWN SEDAN (4 DOOR)	1652W142262	243982	1175
(64)	"		"	FALCON	2 DR. SDN.	1K115 142337	165067	997
(65)	"		"	GALAXIE	CLUB VICT. (TUDOR VICTORIA)	1657W142642	244538	1174
(66)	"	SEE (25)	"	FAIRLANE	4 DR.	1632V 142933	211329	1186
(67)	"		"	"	"	1632W 143344	221210	1190
(68)	"		"	FORD	CLUB SEDAN	1641W 143345	203312	1188
(69)	"		"	"	TOWN SEDAN (FORDOR)	1642W 143346	230117	1191
(70)	"		"	FAIRLANE	2 DR.	1631W 143709	209855	1189
(71)	"		"	"	4 DR.	1632W 143710	198605	1205

PURCHASER

AMOUNT

DATE

REMARKS

CHICAGO
 269000 3/4/61 NO LIEN SHOWN;

NOTARY:

SECOND OWNER: (4/7/61) (TA)

NOTARY IN

CHICAGO

⑧

3/4/61

NO LIEN SHOWN;

NOTARY: [REDACTED] CG

BETWEEN ILL.
 LIENOR: ALLIED COMMERCIAL
 CORP, 5027 MADISON ST.

[REDACTED] (TA)

SEE ⑧

NO LIEN SHOWN;

NOTARY: 3/5/61

CHICAGO, ILLINOIS

* 1701.32
 (AOC COST)

CHICAGO, ILL.
 207000 3/5/61 NO LIEN SHOWN

NOTARY: 3/6/61
 ILLEGIBLE (W-20)?

TA

CHICAGO, ILL.
 202294 3/5/61 NO LIEN SHOWN

NOTARY:

TA

CHICAGO, ILL.

CHICAGO, ILL.
 269100 3/5/61 NO LIEN SHOWN

NOTARY:

SECOND OWNER: [REDACTED]

TA

CHICAGO, ILL.

CHICAGO, ILL.
 182000 3/5/61 NO LIEN SHOWN
 (NO SALES DOCUMENTS EXHIBITED - SAYS PAID
 \$1520.00 OR \$1540.00 FOR CAR, NOTE CARD'S
 CORRECT ADDRESS IS [REDACTED] AND TA
 SHOWS FULL NAME IS [REDACTED])

NOTARY: (ON TA)

NOTARY: ? ROCK CASSELL
 2000 W. ERIE ST. CG.
 CARL [REDACTED] CAR TO
 CHICAGO

TA

CHICAGO, ILLINOIS

CHICAGO, ILL.
 2690.00 3/4/61 NO LIEN SHOWN

NOTARY: ILLEGIBLE (3/6/61)

b6
 b7C

MILWAUKEE, WIS.

CHICAGO, ILL.
 2260.75 (RED TOP)

NOTARY: 3/5/61

TA

CHICAGO, ILLINOIS

CHICAGO, ILL.
 239302 3/5/61 NO LIEN SHOWN

NOTARY:

TA

CHICAGO, ILL.

TENN-SOL ILLINOIS
 277.00 3/5/61

2523 N. CICERO AVE
 CHICAGO, ILL.

(INTERVIEWED)

B.S. PHOTO IN FILE

CHICAGO, ILL.
 2500.00 3/4/61 NO LIEN SHOWN
 (SAYS PAID ABOUT \$2,500.00 CASH)
 (NO DOCUMENTS SHOWN)

NOTARY:

1/1/61

TA

CHICAGO, ILL.

CHICAGO, ILL.
 209855 3/5/61 NO LIEN SHOWN

NOTARY:

W-63 3/6/61

(NO ADDRESS)

TA

CHICAGO, ILL.

CHICAGO, ILL.
 2285.00 3/4/61 NO LIEN SHOWN

NOTARY:

1/1/61

(NO DOCUMENTS DISPLAYED
 PURCHASER SAYS THIS IS
 APPROXIMATE AMOUNT PAID
 IN CASH)

CHICAGO.

49-2290-57144
 TPK
 4/2/61
 P6811

STERLING-HARRIS FORD INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CROSS CLASSIFICATION REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL No.	COST PER A.D.C.	STERLING-HARRIS STOCK No.
(72)	NEW	1961	FORD	CLUB SEDAN	1641W143711	2259.17	1208
(73)	"	"	FAIRLANE	TOWN SEDAN	1642W14371V	2101.22	1207
(74) R.S. PHOTO	"	"	FALCON	4DR. SEDAN	1412S143835	1701.32	1196
(75)	"	"	FORD (FORDOR)	TOWN SEDAN	1642W144069	2301.18	1197
(76)	" SEE (115)	"	" (FORDOR SEDAN)	"	1642W144413	2301.18	1201
(77)	"	"	"	"	1642V144414	2156.92	1210
(78)	"	"	FAIRLANE	4DR.	1632W144823	2212.11	1212
(79)	"	"	"	TOWN SEDAN	1642V144826	2202.37	1215
(80)	" SEE (25)	"	"	4 DR.	1632V145172	2041.75	1217
(81)	" SEE (110)	"	FALCON	"	1412S145684	1834.17	NONE SHOWN
(82)	"	"	"	2 DR.	1K11S146177	1650.67	1034
(83)	"	"	GALAXIE	CLUB VICT.	1657W146288	2494.44	1219
(84)	"	"	FALCON	4DR. SEDAN	1412S147545	1834.17	NONE SHOWN
(85)	"	"	"	"	1412S147546	1939.17	"

PURCHASER	AMOUNT	DATE	REMARKS		
[REDACTED] CHICAGO, ILLINOIS	② 2485.00	3/4/61			
[REDACTED] CHICAGO, ILLINOIS	② 2278.22	3/5/61			
[REDACTED] CHICAGO, ILLINOIS	② 1864.36	3/5/61			
[REDACTED] FOREST PARK, ILL.	② 2485.22 (BETO ORALLY ADVISED PAID THIS AMOUNT IN CASH ON 3/5/61)	1/24/61	LIENOR AT 1/24/61: MERCHANDISE NATIONAL BANK CHICAGO, ILL.	NOTARY: 3/6/61 [REDACTED] BERMUN, ILL.	TA
[REDACTED] CHICAGO, ILL.	② 2500.00 (SPROVIERI STATES PAID APPROXIMATELY \$2500.00; NO DOCUMENTS SHOWN)	3/4/61	NO LIEN SHOWN BUT TITLE TO BE MAILED TO MARS OLD SMOBILE 5027 W. MADISON ST, CHICAGO, ILL.	NOTARY: 3/6/61 [REDACTED]	TA
[REDACTED] CHICAGO, ILL.	UTL ② 2156.92 (ADC COST USED)				
[REDACTED] CHICAGO, ILL.	② 2393.02	3/5/61	NO LIEN SHOWN	NOTARY: 3/5/61 [REDACTED]	b6 b7C TA
	* 2202.37 (ADC COST)				
[REDACTED] CHICAGO, ILLINOIS	② 2216.71 (RED TOP)		NO LIEN SHOWN	NOTARY: 3/5/61 [REDACTED]	TA
[REDACTED] CHICAGO, ILLINOIS	② 2070.00 (APPROXIMATE AMOUNT PER)	3/4/61	NO LIEN SHOWN	NOTARY: 3/4/61 [REDACTED]	TA
[REDACTED] CHICAGO, ILL.	② 1811.80	3/5/61			
	* 2494.44 (ADC COST USED)				
	* 1834.17 (ADC COST USED)				
[REDACTED] VILLA PARK, ILLINOIS	② 2173.00	3/4/61			

49-2290
 TFR
 4/17/61
 P7911

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL NO.	COST PER A.D.C.	STERLING-HARRIS STOCK NO.
(86)	NEW	SEE (25)	1961	FORD	4 DR. SEDAN	1632V 148048	2041.75	1231
(87)	"	SEE (25)	"	FAIRLANE	4 DR.	1632V 148049	2041.75	1243
(88)	"	SEE (13)	"	FORD	"	1632W 148050 ✓	2186.01	1246
(89)	"		"	FALCON	4 DR. SEDAN	1K12S 148165	1764.27	1062
(90)	"		"	FORD	2 DR.	1631W 148359	2098.56	1232
(91)	"	SEE (25)	"	FAIRLANE	4 DR.	1632V 148360	2041.75	None SHD.
(92)	"	SEE (25)	"	"	"	1632V 148361	2041.75	"
(93)	"		"	FALCON	"	1K12S 149852	1834.01	"
(94)	"		"	"	"	1K12S 152004	1701.27	1154
(95)	"		"	FALCON (FORDOR)	"	1K12S 152026	1701.27	1139
(96)	"		"	FALCON	"	1K12S 153370	1701.27	1140
(97)	"		"	"	4 DR. SEDAN	1K12S 157608	1834.12	1224
(98)	"		"	FORD	"	1F42V 168195	2130.04	974
(99)	"	SEE (25)	"	"	"	1F32V 169193	2040.97	982

PURCHASER	AMOUNT	DATE	REMARKS	
[REDACTED] CHICAGO, ILLINOIS	© 2216.71 (RED TOP)	NO LIEN SHOWN	NOTARY - ILLEGIBLE	TA
[REDACTED] CHICAGO, ILLINOIS	© 2216.71 (RED TOP)			
[REDACTED] SKOKIE, ILLINOIS	© 2366.00 MARCH 1961 (PER ORAL ADVICE) FROM [REDACTED]			
[REDACTED] CHICAGO, ILL.	1966.50 3/4/61 NO LIEN SHOWN (AMT. PER [REDACTED] ATTORNEY)		NOTARY: 3/6/61 [REDACTED] (H-S) NO ADDRESS	TA
[REDACTED] CHICAGO, ILL.	2450.00 3-4-61 PER T.A. 3-14-61 (NO DOCUMENTS SHOWN BY [REDACTED] SAYS FINANCED BY BANK UNKNOWN, PURCHASED IT ON 3/4/61)		NOTARY: 3/7/61 ILLEGIBLE	TA
[REDACTED] CHICAGO, ILLINOIS	© 2216.71 (RED TOP)			b6 b7C
[REDACTED] CHICAGO, ILLINOIS	© 2216.71 (RED TOP)	NO LIEN SHOWN	NOTARY: 3/7/61 ILLEGIBLE	TA
[REDACTED] FLOSSMOOR, ILLINOIS	© 2001.70 3/5/61			
[REDACTED]	1701.27 (ADC COST USED)			
[REDACTED] CHICAGO, ILL.	© 2070.00 3/4/61	LIENOR: 3/4/61 ST. ALPHONSUS PARISH CREDIT UNION, 2936 SOUTH PORT, C.G.	NOTARY: 3/4/61 [REDACTED]	TA
[REDACTED] LYONS, ILLINOIS	(U.T.L.) 1701.27 (ADC'S COST)	NO LIEN SHOWN	NOTARY: 3/- /61 [REDACTED]	TA
[REDACTED] CHICAGO, ILLINOIS	(U.T.L.) 2130.04 (ADC'S COST)			
[REDACTED] CHICAGO, ILLINOIS	© 2215.90 (RED TOP)	NO LIEN SHOWN	NOTARY: 3/5/61 [REDACTED]	TA

49-2250 7/14/61
 TFR
 4/12/61
 P8911

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL NO.	COST PER A.D.C.	STERLING HARRIS STOCK NO.
(100)	NEW		1961	FORD	2SDN (TUDOR CLUB SEDAN)	1F41V169194	215959	968
(101)	"		"	"	4 H. T. (4DR TOWN VICTORIA)	1F54V174371	251735	1009
(102)	"		"	FORD	2SDN (FAIRLANE 2DR CLUB)	1F31V174372	207052	995
(103)	"		"	FORD	4SDN	1F42V179628	220159	1027
(104)	"	SEE (8)	"	"	"	1F42V180543	198354	1025
(105)	"		"	"	"	1F42V181599	220159	1038
(106)	"		"	"	4DR SEDAN	1F52W185683	242430	1071
(107)	"	SEE (26)	"	"	SDN. (FORDOR)	1F42V188051	220159	1105
(108)	"	SEE (8)	"	"	4DR RANCH WAGON	1F62V190019	216164	1102
(109)	"		"	"	"	1F62V193477	235359	1138
(110)	"	SEE (81)	"	"	COUNTRY SDN.	1F64W194553	265202	1137
(111)	"		"	"	"	1F64W195733	256967	1135
(112)	"		"	"	4DR RANCH Wagon	1F62W196794	248063	1164
(113)	"		"	"	RANCH Wagon (TUDOR)	1F61V198229	232777	1162

PURCHASER	AMOUNT	DATE	REMARKS	
[REDACTED] CHICAGO, ILL	③ \$2300.00 (APPROX. PURCHASER PER)	3/4/61	LIENOR: 3/4/61 MARQUETTE NATIONAL BANK 6316 S. WESTERN AVE. CHICAGO, ILL. \$1500.00	NOTARY: 3/10/61 [REDACTED] CHICAGO ILL.
[REDACTED] CHICAGO, ILL	③ 2898.00	3/4/61	NO LIEN SHOWN	NOTARY: 3/6/61 ILLEGIBLE [REDACTED] CHICAGO, ILL.
[REDACTED] CHICAGO, ILLINOIS	2070.52 (ADC COST USED)	3/4/61	NO LIEN SHOWN	NOTARY: 3/4/61 [REDACTED] CHICAGO, ILL.
[REDACTED] CHICAGO, ILL	③ 2484.00	3/5/61	NO LIEN SHOWN	NOTARY: 3/5/61 [REDACTED]
[REDACTED] CHICAGO, ILLINOIS	SEE ⑧ (BRADLEY)		NO LIEN SHOWN	NOTARY: 3/5/61 [REDACTED]
[REDACTED] CHICAGO, ILLINOIS	③ 2380.50	3/4/61		
[REDACTED] ELMWOOD PARK ILLINOIS	③ 2686.00	3/4/61		
[REDACTED] CHICAGO, ILL	③ 2382.14	3/5/61	NO LIEN SHOWN	NOTARY: 3/5/61 [REDACTED]
[REDACTED] CHICAGO, ILL	SEE ⑧ (BRADLEY)		NO LIEN SHOWN	NOTARY- 3-1-61 [REDACTED]
[REDACTED] WESTERN SPRINGS, ILLINOIS	③ 2587.50	3/4/61		
[REDACTED] NORTH LAKE ILLINOIS	\$ 2652.02 (ADC COST USED) SEE [REDACTED]	3/4/61	NO LIEN SHOWN	NOTARY: 3/4/61 [REDACTED]
[REDACTED] CHICAGO, ILLINOIS	③ 2794.50	3/4/61		
[REDACTED] MELROSE PARK ILLINOIS	\$ 2480.63 (ADC COST USED)			
[REDACTED] BERWYN, ILL	\$ 2685.00 (AMOUNT IS APPROXIMATE PER TELEPHONIC ADVICE OF [REDACTED])	3/4/61	NO LIEN SHOWN	NOTARY: 3/7/61 [REDACTED]

TA

TA

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TA

③ B.S. 3/4/61
③ LOAN PARK NATIONAL BANK

SECOND PURCHASER:
[REDACTED]
NOTARY: 3/27/61

LIEN ON 312161 WITH
NATIONAL SECURITY BANK
1030 CHICAGO AVE, \$1,765.00.

b6
b7C

49-2290 7/14/61
4/11/61
99811

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL NO.	COST PER A.D.C.	STERLING HARRIS STOCK NO.
(114)	NEW		1961	FORD	COUNTRY SDR. (STA. WAGON)	1F64V 198230	245681	1163
(115)	"	SEE (76)	"	"	RANCH WGN. (2 DR STATION WAGON)	1F61W 199099	242623	1171
(116)	"	SEE (40)	"	"	COUNTRY SDR.	1F64V 199100	245681	1161
(117)	"	SEE (21)	"	"	4 DR. RANCH WGN.	1F62V 205401	230822	NONE SHOWN
(118)	"		"	"	COUNTRY SDR. (FORDOR)	1F64W 205402	255535	"
(119)	"		"	"	"	1F66W 205403	269878	"
(120)	"	SEE (63)	"	"	" (STATION WAGON)	1F64W 206288	240085	"
(121)	"		"	"	TOWN SEDAN (4 DR)	1F42W 207976	236358	"
(122)	"	SEE (25)	"	"	4 DR. (4 DR SEDAN)	1F32V 209651	204105	"
(123)	"		"	"	" (FORDOR TOWN SEDAN PER 33)	1F32V 209652	208650	"
(124)	"		"	"	"	1F32V 210408	204170	"
(125)	"		"	"	TOWN SEDAN (FORDOR)	1F42W 210410	230015	"
(126)	"	SEE (107)	"	"	RANCH WGN. (FORDOR RCH WGN)	1F62V 210411	230822	"
(127)	USED	SEE (3)	1957	CHEVROLET	P. A. H. T. (SPT CPE)	VC57J 208016	540.00	2541

PURCHASER

AMOUNT

DATE

REMARKS

[REDACTED]
CHICAGO, ILL.

② \$2600.00 3/4/61 NO LIEN SHOWN
[REDACTED] SAYS THIS IS APPROXIMATE AMOUNT PAID IN CASH, UTL BILL OR SALE

NOTARY: 3/6/61
DIVISION - CLARK CURRENCY EXCHANGE, 1203 N. CLARK

TA

[REDACTED]
CHICAGO, ILL.

2426.23 3/4/61 NO LIEN SHOWN BUT TITLE TO BE MAILED TO MARS
(ADC COST, PURCHASER FURNISHED NO INFO)
OLDSMOBILE, 5027 W. MADISON ST, CHICAGO, ILL.

NOTARY: 3/7/61
[REDACTED] ILLEGIBLE NAME
CHICAGO, ILL.

TA

[REDACTED]
ELMWOOD PARK, ILL.

2456.81 3/5/61 NO LIEN SHOWN
(ADC COST, PURCHASER FURNISHED NO INFORMATION)

NOTARY: 3/9/61
[REDACTED] RIVER FOREST, ILL.

[REDACTED]
CHICAGO, ILLINOIS

AMOUNT FOR THIS CAR IS INCLUDED IN TOTAL FOR CAR ②
3/5/61 NO LIEN SHOWN

NOTARY: 3/2/61

TA

[REDACTED]
CHICAGO, ILL.

UTL. 2555.35 3/4/61 NO LIEN SHOWN
(ADC COST USED)

NOTARY: 3/6/61

\$2698.78
(ADC COST USED)

b6
b7C

[REDACTED]
CHICAGO, ILL.

② \$2587.50 3/5/61 NO LIEN SHOWN

NOTARY: ILLEGIBLE
POSSIBLY [REDACTED] NO ADDRESS

TA

[REDACTED]
CHICAGO, ILL.

② \$587.50 3/4/61 NO LIEN SHOWN
* 2000.00 → CHECK

NOTARY: 3/4/61

TA

[REDACTED]
CHICAGO, ILLINOIS

② \$2216.71 3/5/61 NO LIEN SHOWN
(RED TOP)

NOTARY: 3/7/61

TA

[REDACTED]
BERWYN, ILL.

② 2/13/61 AND 3/4/61 PER FA (LIEN HOLDER 13/7/61)
2277.00 [REDACTED] SAYS PURCHASER (GOSSEN EMPLOYEES CREDIT UNION)
[REDACTED] 5601 W. 31st ST, CHICAGO, ILL. 81654.08

NOTARY: 3/7/61

2. STERLING SIGNED FOR SHE (2) TA

NO FURTHER INTEREST - ACCOUNTED FOR BY ADC.

[REDACTED]
CHICAGO, ILL.

② \$2100.00 3/4/61 NO LIEN SHOWN
PURCHASER SAYS PAID \$2100.00 OR \$2200.00 IN CASH. PRODUCED NO DOCUMENTS TO SUPPORT PRICE

NOTARY: 3/4/61

SECOND OWNED 12/61/61
ILL - N
NOTARY [REDACTED]

(2) TA2

[REDACTED]
CHICAGO, ILL.

② 2492.50 3/5/61 NO LIEN SHOWN

NOTARY: 3/5/61

TA

② AUTO TOWN
1121 MADISON
MAYWOOD, ILL.

SEE ⑤

PAD IN TITLE, STERLING HARRIS ACQUISITION NOT SHOWN IN SECY STATE DOCUMENTS ON 3/8/61
AUTO TOWN APPLIED FOR TITLE SHOWING ACQUISITION FROM JAY-CEE MOTOR SALES, 5420 MADISON, CHICAGO, ILL.

NOTARY: 3/8/61

TA

49-2380
 TPK
 6/12/61
 10/11

STERLING HARRIS FORD, INC.
SCHEDULE OF CARS REPORTED MISSING BY
ASSOCIATES DISCOUNT CORPORATION

CAR NUMBER	CLASSIFICATION	CROSS REFERENCE	YEAR	MAKE	DESCRIPTION	SERIAL NO.	COST PER A. D. C.	STERLING - HARRIS STOCK NO.
(128)	USED		1958	DODGE	WGN. (STATION WAGON)	LD 314684	875.00	2184
(129)	"		1960	FORD	STARLINER	0653W100763	2250.00	1842
(130)	"		"	"	H. T.	0Y71Y102868	2950.00	1716
(131)	"	SEE ⑤	"	"	"	0653V104013	1850.00	1955
(132)	"		1961	FALCON	4DR. WAGON	1H2VS10492V	2070.00	2352
(133)	"		1960	FORD	4DR. H. T.	0854W107070	2250.00	1678
(134)	"	SEE ⑤	1958	"	4DR. SS (CUST. 300 FORDOR)	0866107381	610.00	2197
(135)	"		1960	"	4DR. SEDAN	0642W113333	1700.00	2068
(136)	"	SEE ⑤	"	"	4DR. SS (FORDOR VICTORIA)	0F54X1114677	2400.00	1005
(137)	"	SEE ⑤	1961	"	RANCHERO	1K27S116154	1500.00	2479
(138)	"	SEE ⑤	1959	"	2DR. SEDAN	09661146005	880.00	2463
(139)	"		1958	"	STA. WGN. (2DR. RANCH WAGON)	08661126707	595.00	2533
(140)	"	SEE ⑤	"	"	4DR. SEDAN	0866134023	750.00	1526
(141)	"		1957	"	WGN.	076X 165430	700.00	2259

PURCHASER	AMOUNT	DATE	REMARKS	
<div>CHICAGO, ILL.</div>	<div>1035.00</div>	<div>3/5/61</div>	<div>NO LIEN SHOWN</div>	<div>NOTARY: 3/29/61</div> <div>ILLEG. = LOOKS LIKE</div> <div>SIGNATURE</div> <div>TA</div>
<div>LINCOLN WOOD, ILL.</div>	<div>2070.00</div>	<div>3/1/61</div>		
<div>ELMWOOD PARK, ILL.</div>	<div>82950.00</div> <div>(ADC COST USED)</div>			<div>ADC</div>
<div>AUTO TOWN</div> <div>1121 MADISON ST.</div> <div>MAYWOOD, ILL.</div>	<div>SEE ⑤</div>		<div>GAP IN TITLE - STERLING HARRIS ACQUISITION OF CAR NOT SHOWN ON SECTY STATE DOCUMENTS RECEIVED. ON 3/8/61 AUTO TOWN APPLIED FOR TITLE ON ACQUISITION FROM JAY-LEE MOTOR SALES, 5420 MADISON, CHGO.</div>	<div>TA</div>
<div>CHICAGO, ILL.</div>	<div>2070.00</div> <div>(PANTICA SAYS DID NOT PURCHASE THIS CAR, ADC COST FIGURE USED)</div>	<div>3/1/61</div>	<div>NO LIEN SHOWN</div>	<div>NOTARY: 3/1/61</div> <div>TA</div>
	<div>2250.00</div> <div>(ADC COST USED)</div>			
<div>AUTO TOWN</div> <div>1121 MADISON ST.</div> <div>MAYWOOD, ILL.</div>	<div>SEE ⑤</div>		<div>GAP IN TITLE - STERLING HARRIS ACQUISITION OF CAR NOT SHOWN ON SECTY STATE DOCUMENTS RECEIVED. ON 3/8/61 AUTO TOWN APPLIED FOR TITLE ON ACQUISITION FROM JAY-LEE MOTOR SALES, 5420 MADISON, CHGO.</div>	<div>TA</div> <div>b6</div> <div>b7C</div>
	<div>1700.00</div> <div>(ADC COST USED)</div>			
<div>AUTO TOWN</div> <div>1121 MADISON ST.</div> <div>MAYWOOD, ILL.</div>	<div>SEE ⑤</div>		<div>GAP IN TITLE - STERLING HARRIS ACQUISITION OF CAR NOT SHOWN ON SECTY STATE DOCUMENTS RECEIVED. ON 3/8/61 AUTO TOWN APPLIED FOR TITLE ON ACQUISITION FROM JAY-LEE MOTOR SALES, 5420 MADISON, CHGO.</div>	<div>TA</div>
<div>J.C. MOTOR SALES</div> <div>5420 W. MADISON</div> <div>CHICAGO, ILLINOIS</div>	<div>SEE ⑤</div>		<div>NO LIEN SHOWN - TITLE TO BE MAILED TO AUTO TOWN, 1121 W. MADISON MAYWOOD, ILL.</div>	<div>TA</div>
<div>AUTO TOWN</div> <div>1121 MADISON</div> <div>MAYWOOD, ILL.</div>	<div>SEE ⑤</div>		<div>GAP IN TITLE - STERLING HARRIS ACQUISITION OF CAR NOT SHOWN ON SECTY STATE DOCUMENTS RECEIVED. ON 3/8/61 AUTO TOWN APPLIED FOR TITLE ON ACQUISITION FROM JAY-LEE MOTOR SALES, 5420 MADISON, CHICAGO, ILL.</div>	<div>TA</div>
<div>CHICAGO, ILL.</div>	<div>828.00</div> <div>3/1/61 (SS)</div> <div>NO LIEN SHOWN</div> <div>(NO DOCUMENTS SEEN)</div> <div>(AMOUNT TELEPHONED BY CONDIC)</div>		<div>NOTARY: 3/1/61</div>	<div>TA</div>
<div>AUTO TOWN</div> <div>1121 MADISON</div> <div>MAYWOOD, ILL.</div>	<div>SEE ⑤</div>		<div>GAP IN TITLE - STERLING HARRIS ACQUISITION OF CAR NOT SHOWN ON SECTY STATE DOCUMENTS RECEIVED. ON 3/8/61 AUTO TOWN APPLIED FOR TITLE ON ACQUISITION FROM JAY-LEE MOTOR SALES, 5420 MADISON, CHICAGO.</div>	<div>TA</div>
<div>SKOKIE, ILLINOIS</div>	<div>828.00</div> <div>3/1/61 (SS)</div> <div>NO LIEN SHOWN</div>		<div>NOTARY: 3/1/61</div>	<div>TA</div>

31

TOTAL

PURCHASER	AMOUNT	DATE	REMARKS
<div></div> CHICAGO, ILL.	(C) \$ 500.00 (PER JAMES HARRIS)	3/5/61 NOTARIZED BY <div></div> 3/6/61	TA
AUTOTOWN 1121 MADISON MAYWOOD, ILL.	SEE (3)	GAP IN TITLE - STERLING-HARRIS ACQUISITION OF CAR NOT SHOWN IN SECTY STATE DOCUMENTS RECEIVED ON 3/5/61 AUTOTOWN APPLIED FOR TITLE ON ACQUISITION FROM JAY-CEE MOTOR SALES, 5400 MADISON CHICAGO, ILL.	<div></div> (NOTARY) AT 3/5/61 BOUGHT FROM AUTOTOWN (225 W. Erie)
<div></div> CHICAGO, ILL.	B. 2716.48 (ADC COST USED)		
<div></div> CHICAGO, ILL.	\$ 1928.41 (ADC COST USED) (BOUGHT IT FOR HER. NO SALE DOCUMENTS SEEN)	3/1/61 NO LIEN SHOWN	NOTARY ON T.A. = 3/1/61 <div></div>
SHERIDAN ELECTRIC CO. 4203 FULLERTON AVE. CHICAGO, ILL.	(C) 2800.00 (PER <div></div>)	3/4/61 NO LIEN SHOWN	NOTARY ON T.A. = 3/6/61 <div></div>
JAY-CEE MOTORS 5400 MADISON CHICAGO, ILL.	SEE (3)	3/5/61 NO LIEN SHOWN	NOTARIZED 3/15/61 <div></div> PAT RYAN SIGNED AS JAY CEE'S AGENT.
<div></div> CHICAGO, ILL.	(BRAGIEL DEAL SEE CAR (8))	3/5/61 NO LIEN	NOTARY: 3/5/61 <div></div>
<div></div> WESTERN SPRINGS, ILL.	(BRAGIEL DEAL SEE CAR (8))	3/5/61 NO LIEN	NOTARY: 3/5/61 <div></div>
<div></div> BERNHN, ILL.	(BRAGIEL DEAL SEE CAR (8))	3/5/61 NO LIEN	NOTARY: 3/5/61 <div></div>
CHICAGO RED TOP CAB CO. EVANSTON, ILL.	(C) 2250.00 (RED TOP)		
CHICAGO RED TOP CAB CO. EVANSTON, ILL.	(C) 2250.00 (RED TOP)		
<div></div>	\$ 304003.49		
(INCL. IN TOTAL) \$ 193967.65			
INFORMATION OF CARS, ETC	110035.84		
	\$ 304003.49		

NO SIGNATURE BY STEPHEN HARRIS b6 b7C

STYLING - HARRIS FORD, INC.
 SCHEDULE OF CARS ON WHICH
 INFORMATION RE ACTUAL PURCHASER

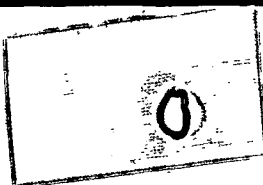
500-6

44-
 2614
 5-23-61

CAR #	NO REGISTRATION INFORMATION	YEAR CLASS	MAKE	DESCRIPTION SERIAL #	COST PER ADC.	STERLING- STICK
(3)		1960 NEW	FORD	TRUCK F10 J0G 18371	163519	41
(15)		1960 NEW	"	CONVERTIBLE OF 55W 272 515	271794	48
(50)		1961 NEW	FAIRLANE FORD	4 DR 1G 32V 139 752	189524	111
(60)		1961 NEW	FORD FALCON	4 DR 1H 12S 141 772	170132	116
(79)		1961 NEW	FAIRLANE TOWN SEDAN	4 DR 1G 42V 144 826	220237	121
(83)		1961 NEW	GALAXIE TUDOR	1G 57W 146 288	249444	121
(84)		1961 NEW	FALCON	4 DR SEDAN 1H 12S 147 545	183417	123
(94)		1961 NEW	FALCON	4 DR SEDAN 1K 12S 152 004	170127	115
(97)		1961 NEW	FALCON	4 DR SEDAN 1K 12S 157 608	183412	120
(112)		1961 NEW	FORD	4 DR RANCH 1F 62W 196 794 WAGON	248063	116
(119)		1961 NEW	FORD	COUNTRY SEDAN 1F 64W 205 413	269878	12
(124)	LOCATED	1960 USED	FORD	STARLINER 0G 53W 100 763	225000	U-18
(133)		1960 USED	FORD	4 DR H.T. GALAXIE 0G 57W 107 070	225000	U-16
(135)		1960 USED	FORD FAIRLANE	4 DR SEDAN 0G 42W 113 333	170000	U-20
(144)		1961 DEMIN STRATOR	FORD GALAXIE	2 DR H.T. 1G 57W 140 821	271648	" " "
(12)	UNABLE TO LOCATE LISTED PURCHASERS	1960 NEW	GALAXIE FORD	TUDOR CONVERTIBLE OF 55X 269 111	277304	41
(16)		1960 NEW	GALAXIE FORD	TUDOR CONVERTIBLE OF 55X 291 046	270304	41
(31)		1961 NEW	FALCON	4 DR SEDAN 1H 12S 117 133	170132	b7C
(34)		1961 NEW	FORD	TOWN SEDAN 1G 42V 140 919	198431	11
(10)		1961 NEW	FALCON	4 DR 1K 12S 153 370	170127	11
(15)		1961 NEW	FORD	TOWN SEDAN 4 DR 1F 42V 165 195	213004	91
(118)		1961 NEW	FORD	4 DR COUNTRY SEDAN 1F 64W 205 402	255535	-
(77)		1961 NEW	FORD	TOWN SEDAN 1G 42V 144 414	215692	12
(70)		1961 NEW	FORD	FAIRLANE 1G 31W 143 719	209855	11
(130)		1960 USED	FORD	HARD TOP 0Y 71X 102 565	295000	17

CG 49-2290

The following is a schedule of cars on which no information has as yet been developed as to the identity of the actual purchaser or on which the listed purchaser has not been located:



F B I

Date: 6/19/61

Transmit the following in _____
(Type in plain text or code)

Via AIRTEL AIR MAIL
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)
FROM: SAC, BUFFALO (49-343)
STERLING-HARRIS FORD, INC., ETAL
NBA
(OO Chicago)

Re Chicago airtel, 6/5/61.

On 6/15/61 it was learned through [redacted]

[redacted]

b6
b7C
b7D

Name

[redacted]

DOB
Height
Weight
Build
Hair
Eyes
Complexion

5' 8 1/2"
170
Medium
Brown
Hazel
Ruddy

b6
b7C
b7D

C. G. Wick

In addition, [redacted] advised that [redacted]

[redacted]

- 3 - Bureau (AM)
 - 2 - Chicago (49-2290) (AM)
 - 1 - Buffalo
- JPM:del

REC-12

49-15138


55 JUN 23 1961


12 JUN 20 1961

Approved: _____
Special Agent in Charge

Sent _____ M _____

BU-49-343

The above information, as well as the information contained in reairtel, was furnished 



b6
b7C
b7D

Any additional information developed in this case will be reported to the Bureau and office of origin as received.

F B I

Date: 6/16/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)

FROM: SAC, CHICAGO (49-2290)

STERLING-HARRIS FORD, INC., ET AL
NBAWEEKLY SUMMARY

The following is a summary of investigation conducted since June 9, 1961.

Information received from Illinois Secretary of State that [redacted] Chicago, Ill. possessed one of hitherto unlocated cars. ALBERT "OBIE" FRABOTTA, notorious Chicago hoodlum, resides at this large apartment building under name of ALBERT DE MARCO. [redacted] refused interview.

Information also received from Associates Discount Corporation (ADC) re identity of one additional purchaser hitherto unknown, who will be interviewed.

b6
b7C

Nine bank leads were completed in this period.

One additional purchaser has been interviewed. Attempts to locate and interview or reinterview five other purchasers are continuing.

[redacted] has been recontacted but does not have documents available.

③ - Bureau
1 - Chicago

HH:BJD
(4)

49-15138-47
17 JUN 21 1961EX-116
REC-4

Wick

50 JUN 26 1961

Approved: JH 702
Special Agent in Charge

Sent _____ M Per _____

CG 49-2290

Considerable time has been spent in conferences with AUSA [redacted] who has advised that [redacted] subpoenaed before FGJ to date, [redacted] AUSA [redacted] advised that he was attempting to [redacted]

b3

[redacted] Details of other motions filed by AUSA [redacted] were set forth in Chicago tel to Bureau 6/16/61.

Leads are currently outstanding in Milwaukee, Cincinnati and Buffalo Offices.

Three Agents are assigned to this investigation on a full time basis and at present three additional Agents have been assigned leads to be handled on a top priority basis.

Remaining investigation:

Follow-up [redacted]

Obtain [redacted]

Maintain [redacted]

Locate [redacted]

b3

Incorporate [redacted]

Locate [redacted]

Analyze [redacted]

CG 49-2290

For the Bureau's information, at present nine new cars, 2 used cars and one demonstrator are completely unaccounted for, i.e., no information whatever has been developed regarding their whereabouts.

This case is continuing to receive top priority attention in this office. Bureau will be kept advised of pertinent developments.

GALE

F B I

Date: 6/22/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL AIR MAIL
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)

FROM: SAC, BUFFALO (49-343)

STERLING-HARRIS FORD, INC.,
ETAL
NBA
(OO Chicago)

Re Chicago airtel to Bureau, 6/5/61, and Buffalo airtel to Bureau, 6/19/61.

On 6/21/61, [redacted]

[redacted] advised that
discreet observation by [redacted] disclosed that [redacted][redacted] advised that observation by
[redacted] failed to disclose [redacted]

Chicago is requested to advise Buffalo as to whether it desires that [redacted] question [redacted] concerning the missing vehicles involved in this investigation.

③ - Bureau (AM)
2 - Chicago (49-2290) (AM)
1 - Buffalo
JPMcM:dmg

17 JUN 23 1961

CC - Wick
Approved: [signature]

62 JUN 27 1961 Special Agent in Charge

Sent _____ M Per _____

b6
b7C
b7D

FBI

Date: 6/23/61

Mr. Tolson	_____
Mr. Belmont	_____
Mr. Mohr	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

Transmit the following in _____
(Type in plain text or code)

AIRTEL

Via _____
(Priority or Method of Mailing)

TO : DIRECTOR, FBI (49-15138)

FROM : SAC, CHICAGO (49-2290)

SUBJECT: STERLING-HARRIS FORD, INC.,
ET AL.
NATIONAL BANKRUPTCY ACT

WEEKLY SUMMARY

The following is a summary of investigation
conducted since 6/16/61:

Investigation has been [REDACTED]

The [REDACTED]
[REDACTED] have been examined [REDACTED]

Cincinnati has advised that none of the missing
cars have been registered with the Motor Vehicle Bureau at
Columbus:

[REDACTED] have
been contacted and will advise if any missing cars are
found [REDACTED]

③ - Bureau
1 - Chicago
HBR:jms
(4)

REC-92

49-15138-499

5 JUN 27 1961

b6
b7C
b7D

Approved: _____

Special Agent in Charge

Sent _____ M

Per _____

56 JUN 30 1961

CG 49-2290

No additional purchasers have been located or interviewed.

Remaining Investigation

Complete [REDACTED]

b3

Maintain [REDACTED]

Locate [REDACTED]

Locate [REDACTED]

Follow closely with Assistant United States Attorney [REDACTED] who is presenting case to Federal Grand Jury.

b6
b7C

This case is continuing to receive top priority and Bureau will be advised of pertinent developments.

GALE

F B I

Date: 6/27/61

Mr. Tolson	_____
Mr. Belmont	_____
Mr. Mohr	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO : DIRECTOR, FBI (49-15138)

FROM : SAC, CHICAGO (49-2290)

SUBJECT: STERLING-HARRIS FORD, INC.,
ET AL
NBA
OO:CHICAGO

Re Buffalo airtel to Bureau, 6/22/61.

At the present time, it is believed no useful
purpose will be served by open interview of [REDACTED]. It
is believed sufficient that [REDACTED]

Information confidentially received from [REDACTED]

Buffalo is requested to [REDACTED]

3 - Bureau
2 - Buffalo (49-343)
2 - Chicago
HH:sjb
(7)

C. C. Wick

REC-3 49-15138-50
GALE

JUN 30 1961

Approved: _____ Sent _____ M Per _____

62 JUL 6 1961
Special Agent in Charge

F B I

Date: 6/30/61

Transmit the following in _____
(Type in plain text or code)

AIRTEL

Via _____
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)
FROM: SAC, CHICAGO (49-2290)
SUBJECT: STERLING - HARRIS FORD, INC.,
ET AL
NATIONAL BANKRUPTCY ACT

WEEKLY SUMMARY

The following is a summary of investigation
conducted since 6/23/61.

Investigation at [REDACTED]

[REDACTED] completed. Revealed on 3/6/61

[REDACTED] interviewed and
[REDACTED]

Two additional car buyers located and interviewed.

Lead set out to identify [REDACTED]

3 - Bureau
1 - Chicago
HBR:mps
(4)

REC-18

EX-107.

JUL 3 1961

50 JUL 11 1961

Approved: [Signature]
Special Agent in Charge

Sent _____ M Per [Signature]

CG 49-2290

None of missing cars located at home of

b6
b7C

in response to court order, produced

b3

REMAINING INVESTIGATION

Maintain

Interview

Locate

Follow with AUSA who is presenting case
to Federal Grand Jury.

b3
b6
b7C

This case will continue to receive top priority
and Bureau will be advised of pertinent developments.

GALE

FBI

Date: 7/7/61

Transmit the following in _____
(Type in plain text or code)

Via AIRTEL _____
(Priority or Method of Mailing)

TO : DIRECTOR, FBI (49-15138)

FROM : SAC, CHICAGO (49-2290)

SUBJECT: STERLING-HARRIS FORD, INC.
ET AL
NATIONAL BANKRUPTCY ACT
WEEKLY SUMMARY

The following is a summary of investigation conducted since 6/30/61:

has been recontacted

Efforts to

Conferences have been held with AUSA

③ - Bureau
1 - Chicago
HH:smm/lac
(4)

REC- 14

20 JUL 12 1961

Approved:

Sent _____ M

Per

Special Agent in Charge

58 JUL 17 1968

CG 49-2290

Remaining Investigation

Maintain [REDACTED]
[REDACTED]

Interview [REDACTED]
[REDACTED]

Complete [REDACTED]
[REDACTED]

Follow with AUSA [REDACTED]

This case receiving top priority. A report is being prepared and it is anticipated it will be submitted on or about July 14, 1961.

Bureau will be advised of pertinent developments.

GALE

b3
b6
b7C

FBI

Date: 7/14/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO : DIRECTOR, FBI (49-15138)
 FROM : SAC, CHICAGO (49-2290)
 SUBJECT: *O* STERLING-HARRIS FORD,
 INC., ET AL
 NATIONAL BANKRUPTCY ACT

Re Chicago airtel to Bureau dated 7/7/61.

WEEKLY SUMMARY

During the past week [REDACTED]

[REDACTED] This examination
 has now been completed and a report is being prepared
 and will be submitted on or about 7/21/61.

Cincinnati Confidential Source, during the
 past week, provided further information [REDACTED]

Chicago had been unable to locate the original purchaser,
 but with this further information, it may now be possible
 to do so.

REMAINING INVESTIGATION

Maintain [REDACTED]

3 - Bureau
 1 - Chicago

HBR:mak
 (4)

REC-46

EX-105

49-15138-53
20 JUL 19 1961

66 JUL 24 1961

Approved: *[Signature]*

Special Agent in Charge

Sent _____ M Per _____

CG 49-2290

Interview the [redacted]
as provided by Cincinnati Confidential Source and through
interview attempt to locate original purchaser.

Interview [redacted]

Follow with AUSA [redacted]

b6
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Prepare report and submit on or about 7/21/61.

Bureau will be advised of pertinent developments.

GALE

FBI

Date: 7/21/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

✓
TO : DIRECTOR, FBI (49-15138)
FROM : SAC, CHICAGO (49-2290)
SUBJECT: STERLING - HARRIS FORD, INC., ET AL
NBA

Enclosed herewith are three copies of the report
of SA [redacted] dated July 21, 1961, re captioned matter.

b6
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Same is submitted in lieu of weekly summary airtel.

③ - Bureau
1 - Chicago

HH/mabh
(4)

DOT X3

REC-20

17 JUL 26 1961

C C - Wick

741

63 JUL 31 1961

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

FEDERAL BUREAU OF INVESTIGATION

Reporting Office CHICAGO	Office of Origin CHICAGO	Date 7/21/61	Investigative Period 5/26 - 7/20/61
TITLE OF CASE STERLING-HARRIS FORD, INC.; ET AL		Report made by SAA [redacted]	Typed By: mab
		CHARACTER OF CASE NATIONAL BANKRUPTCY ACT (ACCOUNTING INVESTIGATION)	

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Synopsis:

REFERENCE: Report of SAA [redacted] dated 6/9/61 at Chicago.

- P -

LEADS

CHICAGO

AT ELMWOOD PARK, ILLINOIS. Interview [redacted] regarding Cars 31 and 64. Obtain full details of his acquisition of these cars and identify [redacted]

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AT CHICAGO, ILLINOIS. 1. Interview any other car buyers, if identified.

2. Locate and interview a representative number of Sterling-Harris employees.

Approved [Signature]	Special Agent In Charge	Do not write in spaces below	
Copies made: ③ - Bureau (49-15138) 1 - USA, Chicago 2 - Chicago (49-2290)		49-15138-5	RAC-23
		17 JUL 26 1961	EX-130

COVER PAGE

62 AUG 2 1961

CG 49-2290

ADMINISTRATIVE

On July 12, 1961, a review was made of
the Grand Jury testimony of [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] and furnished the follow-
ing information:

[REDACTED]

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- C -

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CG 49-2290
HH/rms

Information from 


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- H -

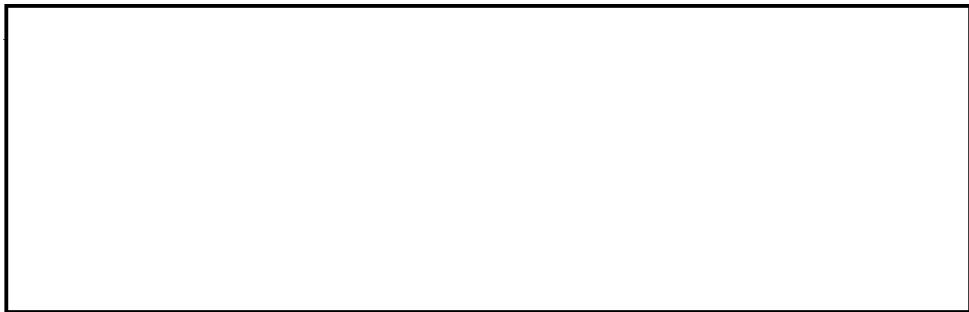
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CG 49-2290

The following investigation was conducted by
Investigative Clerk [redacted] at Cincinnati, Ohio:

On June 9, 1961, a check [redacted]
[redacted] failed to disclose any
information subsequent to March, 1960-1961 for any of the
following [redacted]

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CG 49-2290
TFK/jjm

The information obtained from the Bank of Lincolnwood, Lincolnwood, Illinois, was furnished by [REDACTED] of that bank to SAA THOMAS F. KELLY, Jr., on May 26 through June 16, 1961.

[REDACTED] also furnished photostats of the signature card of the following on the dates indicated:

1. Apex Waste Company - received May 31, 1961
2. [REDACTED] received May 26, 1961
3. [REDACTED] received May 31, 1961
4. [REDACTED] - received June 1, 1961

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- J -

COVER PAGE

CG 49-2290

Information was obtained by SA [redacted]
[redacted] from the following banks and furnished by the
named officials:

<u>Bank</u>	<u>Official</u>	<u>Date</u>
Merchandise National Bank, Merchandise Mart, Chicago, Illinois	[redacted] Installment Loan Department	6/12/61
Bank of Broadway, 1836 Broadway, Melrose Park, Illinois	[redacted]	6/13/61
Marquette National Bank, 6316 South Western Avenue, Chicago, Illinois	[redacted]	6/14/61
Melrose Park National Bank, 9 Broadway, Melrose Park, Illinois	[redacted]	6/14/61
St. Alphonsus Parish Credit Union, 2936 Southport, Chicago, Illinois	[redacted]	6/14/61
Goss Employees Credit Union, 5601 West 31st Street, Chicago, Illinois	[redacted]	6/14/61

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Information from Midwest Bank and Trust
Company, 1606 North Harlem Avenue, Elmwood Park, Illinois,
was furnished by [redacted]
[redacted] to SAA [redacted] on June 26, 1961.

COVER PAGE

CG 49-2290
HH:mak

Information obtained from Mid City National
Bank, 801 West Madison Street, Chicago, Illinois,
furnished by [REDACTED] to SA [REDACTED]
[REDACTED] on June 30, 1961

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COVER PAGE

- L* -

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Chicago

Report of: SAA [REDACTED]
Date: July 21, 1961

Office: Chicago

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Field Office File No.: 49-2290

Bureau File No.: 49-15138

Title: STERLING-HARRIS FORD, INC.;
ET ALCharacter: NATIONAL BANKRUPTCY ACT
(ACCOUNTING INVESTIGATION)

Synopsis:

Additional purchasers interviewed state they purchased cars from Sterling-Harris Ford, Inc. (SHF) for cash. [REDACTED] listed as transferee on certificate of origin on one of missing cars, refused interview. [REDACTED] ALBERT DE MARCO, whose true name is ALBERT FRABOTTA. On 3/6/61 [REDACTED] cashed two checks for \$10,000.00 each drawn on SHF account at Midwest Bank and Trust Company and received \$20,000.00 in cash. On 3/3/61 [REDACTED] SHF employee, cashed \$10,000.00 check and turned cash over to [REDACTED] at [REDACTED] instructions. Details of deposits to SHF bank account during March, 1961, set forth. Rugendorf Brothers, Inc., records show purchase of three trucks from SHF on 3/4/61 for \$5,400.00 which are recorded on books by Journal entry crediting LEO RUGENDORF. Twin Distributing Company, Inc., records show purchase of four trucks from SHF for \$11,832.62, which are recorded on books by Journal entry crediting LEO RUGENDORF. Results of record examination of Evanston Cab Company set forth. No information in records relative to purchase of cars from SHF.

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- P -

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PURCHASERS OF STERLING-HARRIS CARS

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b7CRESULTS OF INQUIRIES AT BANKS

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[REDACTED]	

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CG 49-2290

TFK:mak

The following investigation was conducted
by SAA THOMAS F. KELLY, JR:

On June 9, 1961, an attempt to contact [redacted]
[redacted] at his residence, [redacted]
and his place of employment, [redacted]
[redacted] both Chicago, Illinois, was made
with negative results.

The following investigation was conducted by
SAAs [redacted] and KELLY:

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On June 14, 1961, [redacted]
Manager, [redacted]
Chicago, Illinois, advised that [redacted] is
the owner of this establishment. He stated that [redacted]
was not readily available inasmuch as he was currently
out of town but was due to return at 9:00 p.m. that
date. He stated that he did not know [redacted] home
address and had no idea where he could be contacted.

Date June 15, 1961

[redacted]
Chicago, Illinois, was contacted at his place of employment, owner, [redacted] Chicago, Illinois, and was advised by SAA THOMAS F. KELLY, JR., of his rights in that he did not have to make a statement and that any statement he may make could be used against him in a court of law and also that he was entitled to the services of a lawyer.

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[redacted] indicated that he understood his rights and furnished the following information:

He had been shopping around for a car and had been to numerous new car dealers. On March 4, 1961, he stopped in the Sterling-Harris Ford Agency located at 2933 North Cicero Avenue, Chicago, Illinois, and priced a 1961 station wagon. The price quoted was \$2,400.00 by a salesman whose identity was not recalled. He stated that this price was \$100.00 cheaper than any of the other Ford dealers.

He returned to his business and obtained \$300.00 in cash from the receipts that were to be deposited and went to his home and obtained \$1,000.00 in cash which he had been saving, to make the total cash sales price of \$2,400.00.

He returned to Sterling-Harris and purchased a 1961 Falcon, two door station wagon, Serial Number 1H21S117135.

He produced a carbon copy of a bill of sale from Sterling-Harris Ford, Inc., dated March 4, 1961, for the purchase of stock number 002, 1961 Falcon Wagon, Serial Number 1H21S117135. Sales price reflected as \$2,400.00, cash unpaid balance to be financed \$0.

He identified the signature [redacted] reflected on a photostat of an application for

On 6/14/61 at Chicago, Illinois File # 44-2200
by SAA THOMAS F. KELLY, JR.
and [redacted] mak Date dictated 6/15/61

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CG 49-2290

Certificate of Title on a 1961 Falcon, two door station wagon, Serial Number 1H21S117135, (exhibited to him by SAA KELLY) as being his signature.

He identified the signature reflected on a photostat of an application for Corrected Motor Vehicle Title on a 1961 Falcon, two door station wagon, Serial Number 1H21S117135 (exhibited to him by SAA KELLY) as being his signature. This photostat reflects that the aforementioned vehicle is subject to the following lien: Cosmopolitan National Bank of Chicago, 801 North Clark Street, Chicago, Illinois, dated April 11, 1961, in the amount of \$1,635.00.

He stated that he noted nothing unusual while he was at Sterling-Harris and that there were only four or five other purchasers plus the salesman on the premises.

On April 11, 1961, he took out a loan at the Cosmopolitan National Bank of Chicago in the amount of \$1,635.00 and put up the foregoing Falcon station wagon as collateral.

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When exhibited (by SAA KELLY) photographs of the following five individuals, he said that he did not know them:

1) FELIX "MILWAUKEE PHIL" ALDERISO

2) LEO RUGENDORF

3)

4)

5)



CG 49-2290
LEP/JVR

An attempt was made to locate [redacted]
[redacted] Illinois, at
his place of employment, [redacted]
[redacted] Chicago, on June 2, 1961. A message
was left for him to call the Chicago Office; however,
[redacted] never called. Subsequent contacts at the above
address were negative. [redacted] was subsequently located at
his home on June 9, 1961.

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FEDERAL BUREAU OF INVESTIGATION

Date June 12, 1961

[redacted]
[redacted] Illinois, was telephonically contacted at his home and he advised as follows:

To date he has been unable to locate the Bill of Sale he received when he purchased his car in early March from Sterling-Harris Ford, Incorporated. He presently has this car. He paid cash for it and he did not take out any loans on this car subsequent to his purchase.

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On 6/9/61 at Chicago, Illinois File # 49-2260
by SA [redacted] JVN Date dictated 6/9/61

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FEDERAL BUREAU OF INVESTIGATION

Date June 12, 1961

[redacted]
Illinois, telephonically advised as follows regarding the possible location of [redacted]

He is acquainted with [redacted] but does not know how to get in touch with him. It was pointed out that [redacted] had indicated employment with or for [redacted] [redacted] still advised he did not know how to get in touch with [redacted]

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On 6/9/61 at Chicago, Illinois File # 49-2290

by SA [redacted] JVR Date dictated 6/9/61

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CG 49-2220
CNS/jdf

[redacted] Bartender, [redacted]
[redacted] Chicago, Illinois. Telephone [redacted] advised SA's
CONRAD N. SHAW and [redacted] on June 9, 1961, that he
is employed by [redacted] owner of the [redacted] but that
he did not know anyone named [redacted]

Attempts to contact [redacted] at the [redacted] on
June 9, 1961, by SA's SHAW and [redacted] and on June 16 and 21,
1961, by SA's SHAW and [redacted] were negative.

On June 23, 1961, Captain [redacted] Captain
of Detectives, New City Station, Chicago Police Department,
1700 West 47th Street, Chicago, Illinois, advised SA SHAW
that his sister, [redacted] is married to [redacted] owner of
the [redacted] and that they both reside at [redacted]
[redacted] Chicago, Illinois. He said he would contact [redacted]
[redacted] within the next few days and attempt to persuade
them to cooperate in this matter.

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An attempt was made by SAs SHAW and THOMAS F. KELLY
JR. to contact [redacted] at [redacted]
Chicago, Illinois, on June 30, 1961, and July 6, 1961, with
negative results. A similar negative attempt was made by SA's
SHAW and CHARLES E. PRICE on July 11, 1961.

FEDERAL BUREAU OF INVESTIGATION

Date July 14, 1961

[redacted] Chicago, Illinois, advised that he purchased a 1961 Ford from Sterling-Harris Ford, Inc. (SHFI), North Cicero Avenue, Chicago, Illinois, on March 2, 1961, for \$2350.00, which included \$50.00 Illinois sales tax. Payment was made in cash, however, he could not recall the individuals that he had contact with at SHFI.

A SHFI bill of sale reflected the following information:

Date	Description of Car	Cost	Method of Payment	Salesman's Initials	Signature
3/2/61	1961 Ford F-500 4-door, Gold in Color, Serial No. 1G 42V 144414	\$2350.00	Cash	Appears to be HSL or HCL	[redacted]

[redacted] signed the name [redacted] (his wife's maiden name) on the bill of sale. The car was also registered in the state of Illinois in this name. His only explanation of this was that the car had been purchased for his wife and he had registered previous cars under her maiden name. [redacted] took no part in the purchase of the car. He refused to relinquish the bill of sale.

About one month after he purchased the car a hole was cut in the trunk of the car and the spare tire and wheel was stolen. The radio was also stolen at the same time. [redacted] was also not satisfied with the car, consequently they sold it to Furline's Motors in Sterling, Illinois, for \$2100.00.

He was not recommended to SHFI by anyone that he can recall. He was in the market for a new car during February and March, 1961, was shopping at other dealers, and was told by someone, name not recalled, that he could get a "good deal" at SHFI.

On 7/13/61 at Chicago, Illinois File # Chicago 49-2250
 by SA's CONRAD H. CHAY and [redacted] Date dictated 7/13/61

CG 49-2290

[] was asked why he did not admit that he had purchased this car when last contacted by agents of the FBI and his only reply was "I didn't know what it was all about".

[] said his wife, [] is an acute diabetic and at the present time is mentally unstable. He said because of this it would be impossible to interview her.

[] declined to furnish a signed statement.

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CG 49-2290

HH:emh

AT SPRINGFIELD, ILLINOIS

On June 5, 1961, [redacted]
[redacted], Auto Registration Section, Secretary
of State, furnished a photostat of a certificate
of origin on a 1961 Ford Galaxie, two-door
Victoria, Vehicle Identification Number 1G57W146288.
The Dealer on this car was listed as the Sterling-
Harris Ford, Inc., of Chicago, Illinois. The first
assignment on the certificate of origin was Trans-
fer of Title to [redacted]
[redacted] Chicago, Illinois. This assignment is
dated on March 4, 1961, and is signed by [redacted]
on behalf of the transferer, Sterling-Harris Ford,
Inc. The document was notarized on March 4, 1961,
before [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date 6/22/61

In an effort to interview [redacted]
[redacted] it was noted that one [redacted] was listed
as the occupant of Apartment 1201 at this address.

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Through the building inter-communication system, a woman who identified herself as [redacted] advised that she did not desire to be interviewed at this time as she had just returned from her doctor's office and was not feeling well. An effort was made to arrange for an interview at a later date, but [redacted] said that she was under her doctor's care and did not wish to be interviewed at anytime.

On 6/13/61 at Chicago, Illinois File # CG 43-2203

by SAs GINO L. LAZZARI and [redacted] Date dictated 6/15/61
[redacted] :rmh

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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

Date 6/20/61

[redacted]
[redacted] furnished the following information:

There are two garages at this address, one located on the first floor and another on the lower level. [redacted] and [redacted] park their personal cars in this garage. [redacted]'s true last name is [redacted]. [redacted] drives a 1960 Oldsmobile and his wife a 1959 or 1960 Chevrolet. [redacted] has never seen a 1961 cambridge blue, two-door Ford Galaxie parked or stored in this garage.

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[redacted] had no objection to allowing SAs [redacted] and [redacted] to look over all the cars parked in the garage in an effort to locate the above described car.

On 6/13/61 at Chicago, Illinois File # CG 49-2290

by SAs [redacted] and [redacted] Date dictated 6/19/61
[redacted]:rmh

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FEDERAL BUREAU OF INVESTIGATION

Date 6/20/61

Observation of both garages at 3950 Lake Shore Drive was unproductive as to the location of a 1961 cambridge blue, two-door Ford Galaxie.

The only 1961 Ford observed was a four-door yellow Galaxie, bearing Illinois license 967-563.

On 6/13/61 at Chicago, Illinois File # CG 49-2290

by SAs [redacted] and [redacted] Date dictated 6/19/61

[redacted] :rmh

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

FEDERAL BUREAU OF INVESTIGATION

Date July 6, 1961

[redacted]
[redacted] Illinois, voluntarily furnished the following information:

During the first part of April, 1961, he met [redacted] on the corner at Sacramento and Lexington Avenue, Chicago, Illinois, where [redacted] usually hangs out with former friends. [redacted] and his friends usually "shoot craps" and it was through this gambling that [redacted] first met [redacted]. He does not consider [redacted] to be a friend but is merely acquainted with him from seeing him on this corner.

[redacted] owned a cream colored, 1961 Ford station wagon and after a run of bad luck in his gambling, [redacted] offered to sell [redacted] this car. [redacted] said he paid \$2350 cash for this car but did not mention where he had purchased it. [redacted] agreed to give [redacted] \$2350 cash for this car.

[redacted] loaned the car to a friend of his about three days ago and said the car would not be available for inspection until about July 8, 1961, when this friend was to return it. [redacted] declined to identify this friend.

The bill of sale and the title to this automobile are believed to be in the glove compartment of this car and [redacted] will make them available as soon as the car is returned to him.

[redacted] described [redacted] who is known as [redacted] as a white male, about 35 to 40 years old, who appears to be employed as a laborer. [redacted] does not know [redacted] address nor his place of employment and described him as being a floater who does not stay in one particular place very long.

[redacted] has never been to Sterling-Harris Ford, Incorporated, 2700 North Cicero.

On 6/30/61 at Cicero, Illinois File # CG 49-2290
by SAs [redacted] and [redacted]
[redacted] /nje Date dictated 7/6/61

CG 49-2290

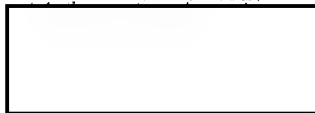
A photostat of a 1961 Illinois Application for Certificate of Title, notarized on April 7, 1961, regarding a 1961 Ford, Serial Number 1F64W205402, in the name of

[redacted] Illinois, was shown to [redacted] and he identified his signature as being written by him.

Photographs of the following persons were shown to [redacted] and he advised that he did not know nor had he ever seen any of them;

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PHIL ALDERISIO
LEO RUGENDORF



FEDERAL BUREAU OF INVESTIGATION

Date July 6, 1961

[redacted]
[redacted] Illinois, voluntarily furnished the following information:

[redacted] exhibited a photostat of an Illinois title which revealed that a 1961 Ford, four door, six passenger, country sedan, Serial Number 1F64W205402, was purchased as a used car on April 6, 1961 by [redacted] Illinois. The title was dated April 28, 1961 and was issued by the Secretary of the State of Illinois, CHARLES S. CARPENTIER.

On the reverse side of this photostat, under the section entitled "Assignment of Title," was the signature of [redacted] as seller. [redacted] signature was the only writing on the back of this document and he identified this signature as being his own.

[redacted] signed this assignment of title in blank because he intends to get rid of the car as soon as he can.

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[redacted] could not locate a bill of sale or receipt which would substantiate the fact that he purchased this automobile from [redacted]. The photostat of title is the only receipt which [redacted] has to substantiate the fact that he purchased this automobile from [redacted]. [redacted] does not know where the original title is located but contends that he owns the automobile free and clear because he paid [redacted] \$2350 for the car on or about April 28, 1961.

At the time he agreed to purchase this automobile from [redacted] he stipulated that he would give [redacted] the cash only after the car had been titled and registered in [redacted] name in the State of Illinois. After the car was titled in the State of Illinois in [redacted] name, [redacted] gave [redacted] \$2350 cash and received the photostat of the Illinois title as his receipt. The agreement to purchase the car and the final payment of the \$2350 to [redacted] both took place on the corner at Sacramento and Lexington Streets in Chicago.

On 7/3/61 at Cicero, Illinois File # CG 49-2290
by SAs [redacted] and CHARLES E. PRICE/njc Date dictated 7/6/61

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02 0-1000

[redacted] 1961 Ford is still in the possession of his father and he refused to identify this person. [redacted] denied that he merely loaned his name to some other person for the purpose of purchasing and titling this automobile. [redacted] is the complete and undivided owner of this 1961 Ford.

[redacted] did not wish to answer any further questions regarding this automobile until after he had consulted with his attorney. [redacted] refused to identify his attorney. The entire transaction was completely legitimate, but he wished to clear this matter with an attorney to eliminate the possibility of getting himself into trouble over the purchase of this car.

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[redacted] is described as follows:

Race
Sex
Age
Height
Weight
Hair
Eyes
Characteristics

Marital Status
Occupation

Habits

White
Male
About 30 - 35
5'8"
210 pounds
Black - grey
Brown
Right arm disfigured 6"
below shoulder
Married - wife, [redacted]
Maintenance man; presently
unemployed
Gambling

FEDERAL BUREAU OF INVESTIGATION

Date 6/30/61

[redacted]
[redacted]
Illinois (telephone number [redacted]) voluntarily furnished
the following information:

On or about March 3, 1961, her husband, [redacted]
[redacted] purchased a new 1961 Ford four door Ranch Wagon
from Sterling Harris Ford, Chicago, Illinois. Their 1958
Chevrolet Station Wagon was traded in on this Ford and the
balance is being financed at the Mid City National Bank of
Chicago. She does not recall the amount being financed
nor any of the details of the purchase, since her husband
was alone when he bought the car. The bill of sale is in
the possession of the Mid City National Bank.

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b7C

[redacted] operates the [redacted] and
[redacted]

On 6/28/61 at Warrenville, Illinois File # Chicago 49-2290

by SA's [redacted] & CHARLES E. PRICE/JMF Date dictated 6/28/61

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FEDERAL BUREAU OF INVESTIGATION

Date July 5, 1961

[redacted]
[redacted]
Illinois, was interviewed at his place of business, [redacted]
[redacted]

[redacted] and voluntarily furnished the following information:

On Friday, March 3, 1961, he purchased a 1961 Ford four door Ranch Wagon from Sterling Harris Ford. He traded in his 1958 Chevrolet four door Brookwood on the new Ford.

[redacted] exhibited his blue copy of an Associates Retail Installment Contract dated March 3, 1961. The parties to this contract were [redacted] as purchaser, and [redacted] an agent for the seller, Sterling Harris Ford, Incorporated. The car being purchased was described as a new 1961 Ford 8 cylinder, serial number 1F62W196794. The sales price was shown as \$3,262.41. The trade in allowance on a 1958 Chevrolet four door Brookwood was \$1,408.07, leaving a net balance of \$1,854.34. The contract stipulated that one (1) monthly installment of \$1,854.34 was to be paid beginning March 8, 1961. The contract bore the signature of [redacted] and [redacted]

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[redacted] exhibited receipt number 8923 of the Station Wagon Sales, Incorporated, 4701 West Washington, Chicago, Illinois, revealing that on March 7, 1961, [redacted] paid this firm \$407.80 via check. This check was obtained by [redacted] from the Mid City National Bank, Halsted and Madison, where he is financing the purchase of his new Ford, and was used to pay off the balance owed on his 1958 Chevrolet.

On March 7, 1961, [redacted] delivered a check drawn on the Mid City National Bank in the amount of \$1,854.34, to [redacted] at Sterling Harris Ford. [redacted] did not accept the check and told [redacted] to take the check to the front

On 6/29/61 at Chicago, Illinois File # CG 49-2290

by SA [redacted] jms Date dictated 6/3/61

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CG 42-2200

office. [] gave the check to a short man in the office, but could not describe this man further. There was a sign on the front of the Sterling Larris Ford building indicating that the place was closed.

The 1931 Ford four door Ranch Wagon purchased by [] was equipped with Fordomatic, radio, heater, white wall tires and electric tail gate window.

After being shown photographs of PHIL ALBERTINO, LEO REEDER, []

[] identified [] as the only one he saw at Sterling Larris Ford. [] was present on the floor at Sterling Larris Ford while [] was making a deal with []. This was between 2:00 P.M. and 3:00 P.M. on March 3, 1931. [] was just walking around the floor and [] assumed that he worked there.

No one directed [] to go to Sterling Larris Ford and he went there on his own simply because it is located about 3 blocks from his place of business. He made the deal with the understanding that he would finance the car through his bank, the Mid City National Bank. [] did not request that he pay cash.

The car is registered in Illinois and the title and bill of sale are in the possession of the Mid City National Bank. His account number is A7903 and his terms are 24 payments at \$103.03.

[] pointed out his 1931 Ford four door Ranch Wagon and this car bore serial number 1W027100704.

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FEDERAL BUREAU OF INVESTIGATION

Date July 20, 1961

The records of the [redacted]
[redacted] reveal the following information:

[Large redacted area]

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On 7/11/61 at Chicago, Illinois File # 49-2290
by SA [redacted] /emr Date dictated 7/17/61

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CG 49-2290

In the event it is necessary to produce the records containing the above information in court, it is requested that a subpoena duces tecum be directed to [REDACTED]
[REDACTED]

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Date June 22, 1961

[redacted] Tabor Olds, 6632 West Ogden, Berwyn, Illinois, furnished the following information:

[redacted] formerly was employed by [redacted] as a [redacted] [redacted] left his employment with [redacted] approximately one week or ten days ago and his present employment is unknown. He recalls that [redacted] resided at [redacted] Chicago, Illinois, while employed by him.

After viewing a photostat of an Application For Certificate of Title Only For State of Illinois pertaining to the purchase by [redacted] Chicago, Illinois, on March 5, 1961, of a 1961 Ford Fordor automobile, Serial Number 1G42V140919, from Sterling Harris Motors, Inc., he identified the signature of the notary public thereon as being his own. He stated that he himself had purchased some automobiles from Sterling Harris and that on the following day, Monday, March 6, 1961, [redacted] after seeing the automobiles [redacted] purchased, remarked that he had also purchased one.

[redacted] was questioned concerning the fact that he was unaware of [redacted] purchase until March 6, 1961 whereas the date of notarization of the Application For Certificate of Title Only was March 5, 1961. [redacted] explained that that was undoubtedly just an error caused by his copying the date of the purchase appearing on the application.

He does not know the manner in which [redacted] purchased the automobile but understands that he owns several buildings and had another job while employed by [redacted] [redacted] earned approximately \$100 per week while employed by [redacted] He does not know if [redacted] wife is employed. [redacted] formerly had a 1959 or 1960 two-door Pontiac. To the best of his recollection, the automobile [redacted] purchased from Sterling Harris was a six cylinder, 4-door sedan. He believes the color was some shade of blue.

On 6/13/61 at Berwyn, Illinois File # CG 49-2290

by SA [redacted] / JAV Date dictated 6/16/61

CG 49-2290

The Printed Precinct Register for Precinct 55, Ward 31, Chicago, Illinois, dated October, 1960, was checked by SA [REDACTED] June 16, 1961. This list failed to show any individual by the name of [REDACTED] at the address [REDACTED]. This name did not appear as an addition or deletion on the Supplemental List dated November 3, 1960.

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FEDERAL BUREAU OF INVESTIGATION

Date June 22, 1961The record of the b6
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On 6/12/61 at Chicago, Illinois File # CG 43-2500
by SA jca Date dictated 6/10/61

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CG 49-2200



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In the event the above information is needed
in a court of law a subpoena duces tecum should be issued and
address to 


FEDERAL BUREAU OF INVESTIGATION

Date June 22, 1991

The records of [REDACTED]

[REDACTED]

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In the event the above information is needed in
a court of law a subpoena duces tecum should be issued
and address to [REDACTED]
[REDACTED]

On 6/13/01 at Chicago, Illinois File # CG 40-2200
by EA [REDACTED] /JES Date dictated 6/10/01

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FEDERAL BUREAU OF INVESTIGATION

Date June 22, 1961The records of b6
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In the event the above information is needed in a court of law, a subpoena duces tecum should be issued to

On 6/4/61 at Chicago, Illinois File # Chicago 49-2290by SA /jem/KMD Date dictated 6/21/61b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

Date 6/22/61The records of b6
b7C
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In the event the above information is needed in a court of law, a subpoena duces tecum should be issued and addressed to

On 6/14/61 at Chicago, Illinois File # 49-2290

by SA /jem Date dictated 6/21/61

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FEDERAL BUREAU OF INVESTIGATION

Date 6/22/61The records of b6
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b7D

In the event the above information is needed in a
court of law, a subpoena duces tecum should be issued to

On 6/14/61 at Chicago, Illinois File # 49-2290

by SA jem Date dictated 6/21/61

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FEDERAL BUREAU OF INVESTIGATION

Date 6/22/61The records of b6
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In the event the above information is needed in a court of law, a subpoena duces tecum should be issued to

On 6/14/61 at Chicago, Illinois File # 40-2200
by SA jom Date dictated 6/21/61

b6
b7C

June 20, 1961

Date _____

Examination of the records of the [REDACTED]

[REDACTED]

b6
b7C
b7D

[REDACTED]
[REDACTED] to whom a subpoena duces tecum
should be issued in the event that the bank records are
needed for court purposes.

On 5/26 - 6/16/61 at Lincolnwood, Illinois File # 49-2290
by SAA THOMAS F. KELLY, JR./jjm Date dictated 6/19/61

FEDERAL BUREAU OF INVESTIGATION

Date June 23, 1961

Examination of the records of the [redacted]

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[redacted] to whom a subpoena duces tecum should be issued in the event that the bank records are needed for court purposes.

On 5/23 - 6/13/61 at Lincolnwood, Illinois File # 44-2000

by SAA THOMAS E. KELLY, JR./JIN Date dictated 6/13/61

FEDERAL BUREAU OF INVESTIGATION

June 20, 1961
Date _____Examination of the records of the b6
b7C
b7DOn 5/26 - 6/16/61 at Lincolnwood, Illinois File # 49-2290by SAA THOMAS F. KELLY, JR./jjm Date dictated 6/19/61

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CG 43-2233



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[redacted]
[redacted] it is a subpoenaed record should be
issued in the event that the back records are needed for court
purposes.

FEDERAL BUREAU OF INVESTIGATION

Date June 20, 1961Examination of the records of the b6
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On 5/26 - 6/16/61 at Lincolnwood, Illinois File # 49-2290
by SAA THOMAS F. KELLY, JR./jjm Date dictated 6/19/61

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CG 40-2200



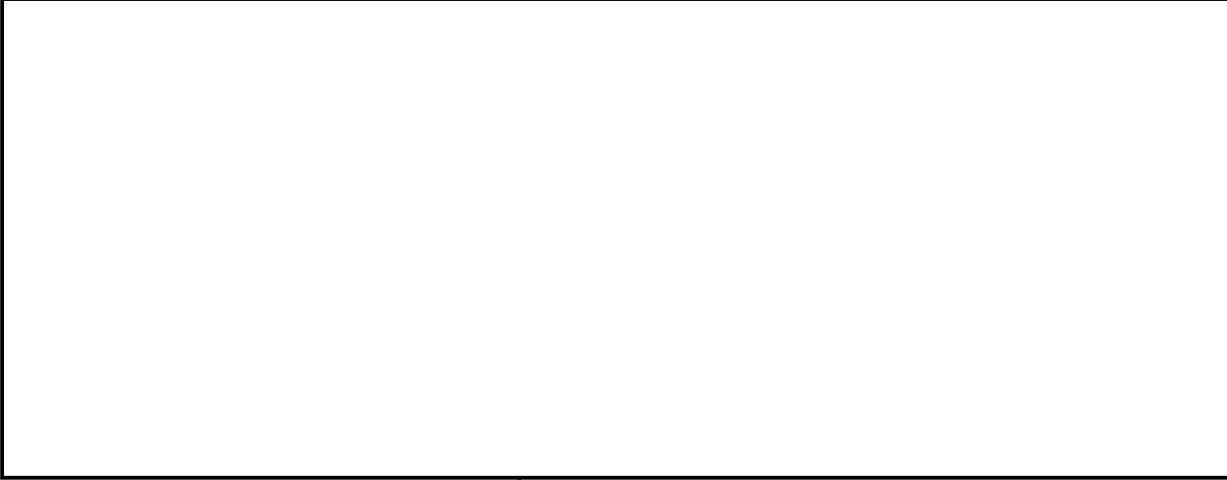
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[redacted]
[redacted]
[redacted] to whom a subpoena duces tecum should be
issued in the event that the bank records are needed for court
purposes.

FEDERAL BUREAU OF INVESTIGATION

Date June 29, 1961b6
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The following information is not to be made public except after the usual proceedings of the issuance of a subpoena duces tecum. The proper person to be subpoenaed is



On 6/26/61 at Chicago, Illinois File # 49-2290
by SAA O. EUGENE SMITH:dkz Date dictated 6/26/61

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

CG 40-2200

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FEDERAL BUREAU OF INVESTIGATION

Date July 3, 1961

[redacted]
Midwest Bank and Trust Company, 1606 North Harlem Avenue,
Elmwood Park, Illinois, furnished the following information:

He was shown photostats of Sterling-Harris checks numbers 5688 and 5689, both dated March 5, 1961, in the amount of \$10,000.00 each, payable to cash and bearing the endorsement of [redacted]. He related that he recalled that on Monday, March 6, 1961, [redacted] came into the bank and asked him to approve the cashing of these checks. He said he checked the Sterling-Harris balance, found it sufficient, and OK'd the checks for cashing, and [redacted] was given \$20,000.00 in cash.

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He was also shown a photostat of Sterling-Harris check number 5683 dated March 5, 1961, in the amount of \$2,850.00, payable to Midwest Bank and Trust Company. He stated that this check was brought to the bank by a Sterling-Harris employee, whose name he did not recall, on March 6, 1961. He said that this check was to pay off a conditional sales contract that the bank had purchased from Sterling-Harris on November 23, 1960. He said that the conditional sales contract was for the purchase of a 1961 Ford Sunliner, VIN 1G55Z120055 and that the purchaser was [redacted].

On 6/26/61 at Elmwood Park, Illinois File # 49-2290

by SA [redacted] /saf Date dictated 6/30/61

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Date July 3, 1961

[redacted]
[redacted] Illinois, was interviewed at his place of employment,
[redacted] Chicago, Illinois,
and furnished the following information:

He was employed as [redacted]
[redacted] Sterling-Harris Ford Inc., from [redacted]
[redacted].

He was shown a photostat of Sterling-Harris check number 5678 dated March 3, 1961, drawn to cash in the amount of \$10,000.00 and bearing the endorsement [redacted]. He said that on the morning of March 3, 1961, [redacted] gave him the original of this check and told him to take it to the company's bank, Midwest Bank and Trust Company, Elmwood Park, Illinois, and cash it. He did as instructed and on the same day turned over the \$10,000.00 in cash to [redacted]. He did not know what [redacted] did with the money.

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He worked on the morning of March 4, 1961, and saw a few customers on the showroom floor but noticed nothing of an unusual nature. He was shown photographs of [redacted] LEO RUGENDORF, FELIX "MILWAUKEE PHIL" ALDERISIO, and [redacted] and said he had never seen any of them on the premises of Sterling-Harris or elsewhere.

He said that [redacted] was on the payroll of Sterling-Harris as a salesman but that he had never seen him on the premises. Concerning [redacted] employment, he related that about October, 1960, [redacted] told him to put [redacted] on the payroll as a salesman and that [redacted] would sell a lot of cars for them. He gave [redacted] the necessary employment papers to be signed by a new employee to Sterling and about a week later [redacted] returned them to him with [redacted] signature. [redacted] was taken off the payroll for about three weeks just before Christmas, 1960, by [redacted] when business was very poor and was reinstated as a salesman in January, 1961.

On 6/27/61 at Chicago, Illinois File # 49-2290

by SA [redacted] /saf Date dictated 6/30/61

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CG 49-2290

In January, 1961, [redacted] at Sterling-Harris, told him that the company had set up its own finance company known as Manhattan Acceptance Company, Inc., and that he, another employee named [redacted] and [redacted] were to be the officers of this corporation. He said that this corporation never actually got into operation and that any car sales that were financed by Sterling-Harris were financed with Sterling-Harris funds because Manhattan Acceptance Company, Inc. never had a bank account established.

He was shown photostats of 39 account receivable ledger cards bearing the name Manhattan Acceptance Company, Inc. on the bottom and said that these accounts were carried as "Notes Receivable" on the books of Sterling-Harris and that they were maintained under [redacted]

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When he reported for work on Monday, March 6, 1961, he noticed that all of the company's cars had disappeared and that all records concerning the company's inventory of cars were no longer on the premises.

He also noticed from the check book that five checks to cash in the amount of \$10,000.00 each had been drawn over that past weekend and one check for \$25,000.00 had been drawn to [redacted] who, he said, was [redacted] a company salesman.

He stated it was obvious to him that the company had "gone out of trust" and on [redacted]
[redacted]

He said that the only outside financing received by the company while he was office manager were loans from the families of [redacted] and [redacted] and a loan from Associates Discount Corporation. He said he had read in the newspapers of hoodlum financing of Sterling-Harris and said, if such financing did, in fact, exist, it never went through the company's books.

CG 49-2290

At Columbus, Ohio

On June 8, 1961, [redacted] Title Clerk,
Title Division, State of Ohio, Bureau of Motor Vehicles, 275
South Fourth Street, Columbus, Ohio, advised SA LOUIS F.
CAPUTO that records of that agency fail to reveal any
information that any of the following vehicles have ever
been registered in the State of Ohio:

<u>Year</u>	<u>Make</u>	<u>VIN</u>
1960	Ford truck	F10J0G19371
1960	Ford convertible	OF55W272595
1961	Ford Fairlane 4-door	1G32V139782
1961	Ford Falcon 4-door	1H12S141772
1961	Ford Fairlane 4-door	1G42V144826
1961	Ford Galaxie 2-door	1G57W146288
1961	Ford Falcon 4-door	1H12S147545
1961	Ford Falcon 4-door	1K12S152004
1961	Ford Falcon 4-door	1K12S157608
1961	Ford Ranch Wagon 4-door	1F62W196794
1961	Ford Country Sedan	1F66W205403
1960	Ford Galaxie 4-door	OG54W107070
1960	Ford Fairlane 4-door	OG42W113333
1961	Ford Galaxie 2-door	1G57W140921
1960	Ford Galaxie convert	OF55X269111
1960	Ford Galaxie convert	OF55X291046
1961	Ford Falcon 4-door	1H12S117133
1961	Ford Falcon 4-door	1K12S153370
1961	Ford Town Sedan 4-dr	1F42V168195

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CG 49-2290,
HH:cmh

On June 15, 1961, [redacted]

[redacted]

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Name

Date of Birth

Height

Weight

Build

Hair

Eyes

Complexion

[redacted]
5'8 $\frac{1}{4}$ "

170

Medium

Brown

Hazel

Ruddy

In addition, [redacted]

[redacted]

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Information regarding the still unlocated cars of the Sterling-Harris Ford inventory was furnished on June 15, 1961, [redacted]

[redacted]

CG 49-2290

HH:mko

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FEDERAL BUREAU OF INVESTIGATION

Date June 29, 1961

[Redacted]

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In the event the above information is needed in a court of law, a subpoena duces tecum should be directed to

[Redacted]

89273

44-15438-55

On 6/22/61 at Chicago, Illinois File # Chicago 49-2290

by IC [Redacted] rms Date dictated 6/23/61

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CG 49-2290

AT CHICAGO, ILLINOIS

On June 16, 1961 and June 23, 1961, [REDACTED]

[REDACTED] telephonically advised

b3

FBI

Date: 7/28/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)
 FROM: SAC, CHICAGO (49-2290)
 SUBJECT: STERLING - HARRIS FORD, INC.
 ET AL
 NBA

13 AUG 28 5 00A
 13 AUG 28 1961
 FBI

Re Chicago airtel to Bureau 7/21/61.

WEEKLY SUMMARY

[redacted] AAA Motor Co., made available photostats of his transactions with Sterling - Harris.

[redacted] Attorney, Associates Discount Corporation, former SA, FBI, advised [redacted] is in the process of setting up an auto agency with one [redacted] at [redacted] [redacted] is now associated with the auto agency Bagel Towne located at 1750 North Cicero Avenue which is former location of AAA Motor Co., referred to above.

AUSA [redacted] Chicago, to whom case is assigned, informed that it is his intention to [redacted]

3 - Bureau
 1 - Chicago
 HBR:mps
 (4)

50 AUG 4 1961

REC-43

49-15138-56
 AUG 2 1961
 120

Approved: [signature]
 C C Wick Special Agent in Charge

Sent _____ M Per _____

CG 49-2290

In view of above and because all major phases of investigation in this matter have been completed, Chicago, UACB, will discontinue submission of weekly summary airtel but will continue to advise Bureau of any pertinent developments by suitable communication.

GALE

CG 49-2290

3. Recontact [redacted] regarding his transactions with Sterling-Harris and [redacted]

4. After all other leads have been covered prepare a revised summary schedule of pertinent information regarding missing cars and arriving at a shortage figure.

5. Maintain contact with Assistant United States Attorney [redacted]

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ADMINISTRATIVE

Three copies of this report are designated for the Bureau in accordance with Bureau instructions.

Leads for other Divisions have previously been set out by other communication and are not being set out in this report. Leads are presently outstanding in the Milwaukee and Buffalo Divisions and they are not being restated in this report.

FEDERAL BUREAU OF INVESTIGATION

Reporting Office MILWAUKEE	Office of Origin CHICAGO	Date 8/7/61	Investigative Period 6/12/61 - 7/28/61
TITLE OF CASE STERLING - HARRIS FORD, INC. ETAL		Report made by SA 	Typed By: ef
		CHARACTER OF CASE NBA	

XXXXXX

REFERENCES


Report of SA Milwaukee, dated 5/23/61;
Chicago airtel to Milwaukee dated 6/9/61 (IO);
Milwaukee airtel to Chicago dated 6/13/61 (IO);
Report of SA Milwaukee, dated 6/13/61;
Milwaukee airtel to Chicago dated 6/23/61 (IO).

- RUC -

ADMINISTRATIVE

Three copies of this report are being designated for the Bureau in keeping with previous request.

 was contacted on 6/27/61 and 7/25/61, by SA regarding any Sterling-Harris automobiles which might have appeared in the Milwaukee area. Contacts made with negative results.

Approved 	Special Agent In Charge	Do not write in spaces below	
Copies made: ③ - Bureau (49-15138) 3 - Chicago (49-2290) (1 - USA, Chicago) 1 - Milwaukee (26-10812)		49-15138-57	REC-7
		AUG 10 1961	

1 CC RAO
1 CC to Organized
and Rackets Unit
8/16/61
H

66 AUG 22 1961

STAIN SECT.

MI 26-10812

[redacted] former PCI, was contacted on 6/26/61 and 7/25/61, by SA [redacted] regarding any Sterling-Harris cars [redacted] Contacts made with negative results. b6 b7C b7D

Deputy U. S. Marshal [redacted] Milwaukee, Wisconsin, on 6/9/61, advised he had received a subpoena from Chicago, Illinois and which he was attempting to serve on [redacted] to have [redacted] appear before the Federal Grand Jury at Chicago, Illinois, [redacted] b3 b6 b7C

Deputy U. S. Marshal [redacted] stated that he had been informed that [redacted] was not in Milwaukee, Wisconsin.

[redacted] PCI, was contacted on 6/12/61, by SA [redacted] at which time [redacted] stated he believed the information obtained by [redacted] was in all probability true as [redacted] b6 b7C b7D

This information was conveyed to Deputy U. S. Marshal [redacted] b6 b7C

Only one witness appears on the signed statement taken from [redacted] as no one was present but interviewing Agent.

The information furnished by [redacted] on 5/16/61, the significance of which was unknown at the time of previous reporting, is now being set forth on an FD-302.

[redacted] at the time of interview on 6/13/61, advised SA JOHN D. O'CONNELL that one [redacted] owner of [redacted] b6 b7C b7D

1961 that [redacted]

[redacted] stated that he was furnishing this information in confidence and that he did not desire [redacted] to know he was the source of it.

[redacted] Schroeder Hotel, Milwaukee, Wisconsin, on June 15, 1961, advised that a check of his records failed to reflect any [redacted] as having registered at his hotel on or about March 6, 1961. [redacted] stated that his records did show that an [redacted] Illinois, had registered on March 6, 1961, at 12:08 PM. b6 b7C

- B -

COVER PAGE

MI 26-10812

[redacted] at the time of registering, indicated that his employer was the Samuel Grossman Company. [redacted] stated that [redacted] according to his records, called the hotel telephonically and requested to be checked out on 3/9/61, which check-out was made as of 12:24 PM. [redacted] was originally given Room 1414 and sometime during his stay was transferred to Room 1440. [redacted] stated that [redacted] currently owes his hotel \$41.11. He advised there was no way of ascertaining whether this [redacted] was of interest in connection with the current investigation.

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Some delay was experienced in reporting this matter due to the fact that reporting Agent was on extensive emergency sick leave.

- C* -

COVER PAGE

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Chicago

Report of:
Date:

SA [REDACTED]

8/1/61

Office: MILWAUKEE

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Field Office File No.: MI 26-10812

Bureau File No.: 49-15138

Title: STERLING - HARRIS FORD, INC.
ETAL

Character: NATIONAL BANKRUPTCY ACT

Synopsis:

[REDACTED] Schroeder Hotel, Milwaukee, Wisconsin, advised that on 3/6/61, a [REDACTED] Waukegan, Ill., registered and was given Room 1704, but was subsequently transferred to Room 1742, a larger room. Several long distance telephone calls were made by occupant or occupants of Room 1742 to Chicago, Illinois. [REDACTED] stated he believes he registered [REDACTED] on 3/6/61, but cannot recall him or his description, and [REDACTED] was not able to identify the photo of either [REDACTED]. Numerous other hotel employees shown photos of some individuals believed present at meeting at Schroeder Hotel on 3/6/61, but with negative results. Check of records of MVD, Madison, Wis., for possible registration of unrecovered cars formerly belonging to Sterling-Harris, Inc. negative. Results of interviews with various individuals set out.

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- RUC -

DETAILS:

The investigation at Milwaukee, Wisconsin was conducted by SA [REDACTED] and the balance of the investigation was conducted by Agents as indicated.

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b7CAT MILWAUKEE, WISCONSIN

Date May 25, 1961

[redacted] Schroeder Hotel, Milwaukee, Wisconsin, advised that he had caused an extensive search of the hotel records to be made and that based on this search, he could find no one who had used room 1744 on the date of March 6, 1961. [redacted] pointed out that the room was a small room and not conducive to use by more than two or three people. He did state, however, that he found that in the larger room of 1742, the room had been used by a [redacted] of Waukegan, Illinois on March 6, 1961. Through the registration card, an extensive search was made to locate the bill of [redacted] for Room 1742 for the date of March 6, 1961. [redacted] advised that the registration card of [redacted] reflected that he was previously assigned to Room 1704 but had been changed to Room 1742 which was a larger room, apparently after he had been joined by another guest or guests. [redacted] checked in on March 6, 1961 at approximately 11:09 AM.

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The bill of [redacted] for Room 1742 reflected, according to [redacted] that the occupant or occupants of the room made three local telephone calls and three long-distance calls. The records for the local telephone calls have been destroyed but the records for the long-distance telephone calls to Chicago, Illinois reflect the following calls made on March 6, 1961:

At 8:43 PM to BA 1-6556, charged forty-four cents

at 8:55 PM to BA 1-6556, charged forty-four cents

At 9:55 PM to BA 1-6556, charged ninety-nine cents

On 5/16/61 at Milwaukee, Wisconsin File # MI 26-10812

by SA [redacted] /el Date dictated May 22, 1961

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b7C

Date June 23, 1961

[redacted] Schroeder Hotel, caused the following names to be searched through the records of the hotel for registration on or about March 6, 1961:

[redacted]

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[redacted] pointed out that other names involved in this matter had been previously searched through the records of his hotel.

[redacted] viewed the photographs of LEO RUGENDORF, [redacted] and he advised that these individuals were not familiar to him.

On 6/12/61 at Milwaukee, Wisconsin File # MI 26-10812

by SA [redacted] /el Date dictated June 19, 1961

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Date June 23, 1961

[redacted] Schroeder Hotel, after viewing the hotel registration card of [redacted] Waukegan, Illinois, for March 6, 1961, advised that he believed that part of the writing on this registration card was his. He stated that he placed [redacted] in Room 1704; that [redacted] paid for the room in advance at a day rate of four dollars and that the registration card showed that [redacted] checked in on March 6, 1961, at approximately 11:09 AM. The registration card of [redacted] further disclosed that [redacted] had been reassigned to Room 1742. [redacted] advised that a day rate provides the convenience of the hotel room until five PM, at which time the guest is to leave the hotel or make additional arrangements for staying overnight. [redacted] observed that since the payment was an "advance," it signified to him that the individual checking in had no luggage. He stated that in such an instance when an individual is moved to a larger room, as [redacted] was, such a move would be completed without the assistance of any bellhops inasmuch as there would be no luggage belonging to the guest which would have to be moved. [redacted] stated that he could not recall [redacted] nor any description of him. He stated that sometimes they register between one hundred and two hundred persons in a single day.

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[redacted] stated that when a guest has paid in advance for a room, as in the case of [redacted] and there has been room service of any kind such as for food or drinks, no record is kept on the regular bill for that room. Inasmuch as the guest is on a "day rate," the bellhops are required to get payment at the time delivery of the food or drinks is made, and no entry is made on the regular guest bill.

[redacted] advised, however, that the "Room Service Daily Record" showed food and beverages delivered by waiters to Room 1742 on March 6, 1961. [redacted] noted that no service of any kind had been made to either Room 1744 or Room 1704 on March 6, 1961. [redacted] observed that Room 1704 and Room 1744 are both very small rooms and would not be capable of accommodating any group of people approximating seven to twelve individuals. He stated, however, that Room 1742 is a large room which contains two studio beds, two large sitting chairs, one desk chair and a coffee table, six feet long, which furniture could all be used for sitting, especially if used by a group of individuals approximating seven to twelve in number.

On 6/15/61 at Milwaukee, Wisconsin File # MT 26-10812

by SA [redacted] /el:ef Date dictated June 19, 1961

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MI 26-10812

[redacted] advised that "cash tickets" are used in the instances where bellhops and waiters are paid at the time delivery of beverages and food is made. These cash tickets are not kept for any period of time and are destroyed.

The photographs of LEO RUGENDORF, [redacted] [redacted] were shown to [redacted] and he advised he was unable to recognize or recall any of these individuals as having stayed at the hotel or as being identical with [redacted]

b6
b7C

Date June 23, 1961

[redacted] Schroeder Hotel, advised that "cash tickets" for beverage and food delivered to hotel guests are not kept for any period of time but are destroyed. She stated the cash tickets would be used in the instance where a guest is staying on a day rate or has no luggage and in which case the hotel has been paid for the room in advance. [redacted] advised that by reason of sequence of deliveries by the different waiters and bellhops who take turns on delivering beverages and food to the hotel guests, based on the Recap Sheet which is the daily record of deliveries made to the various hotel rooms, although the specific hotel room is not recorded, it is believed that the beverage delivered to Room 1742 on March 6, 1961 was for \$2.50. [redacted] pointed out that based on her lengthy experience with the hotel, this would approximately be three or possibly four drinks. She further estimated that this sheet indicated the food delivery believed made to Room 1742 was for \$7.00, and indicated in the appropriate column was the figure 8 which might mean that was the number present in the room or it would indicate the number of cups of coffee used. [redacted] stated that this did not necessarily mean that actually eight persons were present, and it could mean that a number of cups of coffee were asked for inasmuch as many people will consume more than one cup of coffee. By reason of the size of the bill, [redacted] stated that perhaps in addition two or three sandwiches may have been ordered at the same time. [redacted] advised that she never comes into personal contact with these guests and would not be in any position to recognize the photographs of any individuals who might have stayed at the hotel on any given date.

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On 6/15/61 at Milwaukee, Wisconsin File # MI 26-10812

by SA [redacted] /e1 Date dictated June 19, 1961

b6
b7C

Date June 23, 1961

[redacted] Schroeder Hotel, residence 3972 North 30th Street, advised that the Room Service Daily Record Service Sheet shows that he took delivery to Room 1742 on March 6, 1961. He advised that he was unable to recall having made this specific delivery but based on the sequence of deliveries, he estimated that he may have made this delivery some time between 5:30 and 6:00 PM on March 6, 1961. He stated that he was unable to recall just how many individuals were in the room or the descriptions of any of these occupants.

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Photographs of LEO RUGENDORF, [redacted] and PHIL ALDERISIO were shown to [redacted] but he advised none of them appears to be familiar to him.

On 6/15/61 at Milwaukee, Wisconsin File # MT 26-110812

by SA [redacted] /e1 Date dictated June 19, 1961 b6

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Date June 23, 1961

[redacted] Schroeder Hotel, residence [redacted]
[redacted] advised that after checking records of the hotel, he believed he made a service delivery of food to Room 1742 on March 6, 1961. [redacted] advised he makes many room service calls throughout the hotel and due to the lapse of time since early March, cannot remember making a delivery on March 6, 1961 to Room 1742. He further advised he could not recall the number of people who might have been in the room or the description of any of the occupants. He advised that he makes literally hundreds of deliveries throughout the hotel and since March 6, 1961 has been in Room 1742 on many occasions. b6 b7C

Photographs of LEO RUGENDORF, [redacted]
[redacted] and PHIL ALDERISIO were shown to [redacted] and he advised that none of these individuals looked familiar to him.

On 6/16/61 at Milwaukee, Wisconsin File # MI 26-10812
by SA [redacted] /el Date dictated June 19, 1961 b6 b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

MI 26-10812

Photographs of LEO RUGENDORE, FELIX ALDERISIO, [redacted]
[redacted] and [redacted] were shown to the following
employees of the Schroeder Hotel on the dates indicated with
negative results:

[redacted]	Clerk	6/12/61
[redacted]	Clerk	6/15/61
[redacted]	Clerk	6/15/61
[redacted]	Bellboy	6/16/61
[redacted]		6/19/61
[redacted]	Waiter	6/19/61
[redacted]	Waiter	6/20/61
[redacted]	Waiter	6/20/61
[redacted]	Auditor	6/20/61

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On July 24, 1961, Inspector [redacted] Milwaukee Police
Department, advised that based on inquiry his department had
made of Sheriff LOUIS F. GIANOLI, Wausau, Wisconsin, regarding
[redacted] dealings with the Sterling-Harris
Ford Company and the possibility of automobiles belonging to
that organization having been brought into Wisconsin, Sheriff
GIANOLI had advised the Milwaukee Police Department that an
Attorney [redacted] legal counsel for the Thorp Finance Company,
had been at the Schroeder Hotel on March 6, 1961. Results
of the interview of Attorney [redacted] Milwaukee,
Wisconsin, have previously been set out.

MI 26-10812
EJM:esl

AT MADISON, WISCONSIN

The following investigation was conducted by SA ELDON J. MUELLER:

On June 16, 1961, [REDACTED] Wisconsin State Motor Vehicle Bureau, advised that a search of their records of the Vehicle Identification Numbers of the twenty vehicles failed to disclose any Wisconsin registration. These are the twenty vehicles previously belonging to Sterling-Harris, Inc., Chicago, Illinois, and which vehicles according to the Chicago Office have not yet been recovered.

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b7C

June 22, 1961

Date

[redacted] was interviewed at the [redacted] at which time he stated that he and his [redacted] operate a Mercury agency under that name and that they also buy and sell used cars. He stated that the individual known to him as [redacted] identified in the statement hereafter, has in the past furnished him following telephone numbers at which he can be located in Calumet City: TU 2-3330, and TU 1-3320.

[redacted] stated that the attorney with whom he had discussed this matter was [redacted] and that he had also talked to [redacted] of Commercial Credit Corporation in Oshkosh as to possible financing if he desired to buy any of the cars involved. He stated that the conversations with these individuals took place on the same day that he received the telephone call from [redacted] referred to hereafter. [redacted] furnished the following signed statement:

[redacted]
June 13, 1961

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"I, [redacted] make the following voluntary statement to John D. O'Connell who has identified himself to me as a Special Agent of the Federal Bureau of Investigation.

"I have known for several years a man from Chicago, Ill. who is known as [redacted] and whose last name I believe is [redacted]

"I have done business with him in the past and have seen him many times at the Wausau Auto Auction, where [redacted]

"On a date which I do not recall, but which was in April, 1961 as near as I can recall, I received a long distance telephone call from [redacted] I do not know where he called from. He asked me if I would be interested in a deal where I could buy up to 300 (three hundred) Fords at about \$400 (four hundred dollars) below dealers

On 6/13/61 at Oshkosh, Wisconsin File # MI 26-10812
by SA JOHN D. O'CONNELL/sjr Date dictated 6/19/61

MI 26-10812

"price. He did not mention the place where these cars were or the name of the person who had them. He did say that the cars were "floor planned" by a Finance Company and he asked me what I thought as to the legality of buying them. He said he heard the dealer was going to take a run out from which I inferred that he was going to go out of business and leave the Finance Company holding the bag.

"I told him I would look into it and let him know. He said he would call me back but never did so, and since I decided after talking to my attorney that I would not be interested in the deal, I did not contact him. A week or two later, I received a warning notice from Associates Discount Corporation about Sterling Harris Ford cars missing from Chicago.

"I have read this statement--two pages--and it is true.

"/s/

[Redacted Signature]

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"Witness:

"John D. O'Connell, Special Agent, Federal Bureau of Investigation, Milwaukee, Wis."

Date 6/29/61

[redacted] Sam Malofsky Motor Co., 1852 West Wisconsin Avenue, advised that he did not purchase any of the cars from the Sterling-Harris Ford Agency in Chicago and has never done any business with that agency. He stated he knows of no one who has purchased any of these cars.

[redacted] also stated that he was never contacted by anyone at any time as to possible purchase of these cars. He stated he is certain he received no telephone call from anyone concerning the fact the cars could be purchased. He stated he had been in Florida, staying at the Monte Carlo Hotel in Miami Beach from March 1 to 15, 1961, returning to Appleton March 16, 1961. He stated that thereafter he recalled reading in a Chicago paper about the disappearance of a number of cars from this agency and that he also talked to a [redacted] of the Main Auto Sales about these cars. [redacted] had informed him that he had heard of a large number of new Fords which could be purchased at about \$500 below dealer's price, but [redacted] stated he believes [redacted] indicated he did not intend to buy any. He stated he believes he talked to [redacted] about this before reading about the cars in the Chicago paper, but is not certain of this.

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[redacted] stated that while in Florida only his family and his office secretary knew his whereabouts and that he is certain no one telephoned him there about these cars.

On 6/27/61 at Appleton, Wis. File # MI 26-10312

by SA JOHN D. O'CONNELL and Date dictated 6/27/61
SA JAMES W. BREWSTER: mg

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Date 6/30/61

[redacted] the Ford Garage, Thorp, Wisconsin, advised after viewing the photographs of [redacted] and LEO RUGENDORF, that he had previously identified the photograph of LEO RUGENDORF as one of the individuals he had observed at the Schroeder Hotel on March 6, 1961 and also believed he had seen him at the William Mitchel Airport at Milwaukee, Wisconsin, later on that same date. However, he said that he could not recall any of the other individuals, although the photograph of [redacted] looked familiar.

With further reference to the trip that he made to Milwaukee, [redacted] stated that he believed that prior to the time that arrangements were made for the trip, he had received a telephone call from, he believed, [redacted] from [redacted] telling him about these cars and stating that the firm was going through bankruptcy and the cars could be bought right. b6 b7C

[redacted] stated that he believed he had related everything that he could recall concerning the transaction at the Schroeder Hotel and the airport in Milwaukee. He said that the only thing he could think of that he had not related to agents before, was the fact that either he or [redacted] had called [redacted] attorney for Thorp Finance Company at Milwaukee, Wisconsin, from the William Mitchel Airport after the meeting at the Schroeder Hotel and had told him about going to the room with these individuals. He said that he also believed that they had told [redacted] that they were afraid of the men involved. He said that he believed that this phone call took place prior to the time that he [redacted] saw [redacted] and the individuals from the Schoeder Hotel at the William Mitchel Airport.

[redacted] stated that he did not believe he could add anything further to the information previously furnished.

On 6/22/61 at Thorp, Wisconsin File # MI 26-10812

by SAS JOHN T. MC CARRIER & THOMAS J. GRAHAM Date dictated 6/28/61

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Date June 27, 1961

[redacted] Wausau Auto Auction,
Route 4, Wausau, advised upon examination of the photo-
graphs of [redacted]

[redacted] LEO RUGENDORF, that he was
unable to identify any of these individuals as being in
attendance at the room in the Schroeder Hotel, Milwaukee
the night of March 6, 1961. He recognized the photo of
RUGENDORF as having been displayed to him previously, and
again stated the individual looked familiar, but not from
the meeting in question. He was unable to determine
where he had observed this person, other than at some auto
auction.

[redacted] advised he could recall nothing further re-
garding the sequence of events in Milwaukee on the
evening of March 6, 1961 at which he and [redacted]
Ford dealer from [redacted] refused to purchase a
lot of Ford cars from a group of individuals from Chicago,
Illinois, with the following exception:

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When at the Milwaukee County airport prior to leaving
for Wausau on the late evening of March 6, 1961 and
after [redacted] had told him that he,
[redacted] was afraid for his life because the car deal did
not go through, he recalled that [redacted] later came
over to him and said, "They told me to scare you fellows"
or words to that effect. This occurred just before
[redacted] and [redacted] left on the plane for [redacted]
[redacted] stated he did not ask [redacted] about it at
the time, and that the latter did not mention this re-
mark upon any later conversations.

Also, [redacted] could not recall the last name of the
individual named [redacted] at the meeting, and the name of
[redacted] was not familiar to him. He stated he believed
that [redacted] might be an employee or friend of [redacted]
or [redacted] (phonetic), a car dealer living near [redacted]

On 6/22/61 at Wausau, Wis. File # MI 26-10812

SA THOMAS J. GRAHAM and

by SA JOHN T. MC CARRIER /e1 Date dictated June 24, 1961

SAC, Chicago (49-2290)

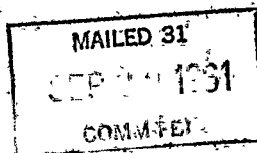
9-29-61

Director, FBI (49-15138)

STERLING - HARRIS FORD, INC., ET AL.
NBA

By return mail advise date report submitted and
name of reporting Agent.

CTG:mrp
(4)



REC-3

49-15138-58

19 OCT 2 1961

X-102

Tolson _____
Belmont _____
Mohr _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Sullivan _____
Tavel _____
Trotter _____
Tele. Room _____
Ingram _____
Gandy _____

66 OCT 4 1961

MAIL ROOM ☐

TELETYPE UNIT ☐

FEDERAL BUREAU OF INVESTIGATION

Reporting Office: CHICAGO	Office of Origin: CHICAGO	Date: 10/6/61	Investigative Period: 7/21 - 10/3/61
TITLE OF CASE STERLING-HARRIS FORD, INC.; ET AL		Report made by: SAA [redacted]	Typed By: nte
		CHARACTER OF CASE NATIONAL BANKRUPTCY ACT (ACCOUNTING INVESTIGATION)	

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~~REFERENCE~~

REFERENCE: Report of SAA [redacted] dated 7/21/61 at Chicago.

- P -

LEAD

CHICAGO

AT CHICAGO, ILLINOIS. Will follow and report prosecutive action in this matter. Will advise Bureau when Grand Jury hearings begin.

ADMINISTRATIVE

Three copies of this report are designated for the Bureau in accordance with Bureau instructions.

Information from [redacted]

was furnished by [redacted]

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Approved: Special Agent In Charge	Do not write in spaces below
Copies made: ③ - Bureau (49-15138) 1 - USA, Chicago 2 - Chicago (49-2290)	49-15138-59 OCT 9 1961 REC-123 STAT. SECTION

- A* -

COVER PAGE

66 OCT 16 1961

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Chicago

Report of: SAA [REDACTED]
Date: October 6, 1961

Office: CHICAGO

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Field Office File No.: 49-2290

Bureau File No.: 49-15138

Title:

STERLING-HARRIS FORD, INC.;
ET AL

Character:

NATIONAL BANKRUPTCY ACT
(ACCOUNTING INVESTIGATION)

Synopsis:

CHRIS MESSINO died 6/4/61. [REDACTED] and [REDACTED] former Sterling-Harris employees, interviewed and advised they had no indication company planned to sell all cars until they reported for work 3/6/61 and found cars gone. [REDACTED] made available copies of three checks totaling \$34,700 payable to Associates Discount Corporation (ADC) and Sterling-Harris Ford, Inc. dated 3/6/61 as well as a copy of a "Hold Harmless Agreement" from ADC dated 3/6/61. Record of toll calls from home phones of [REDACTED] LEO RUGENDORF and [REDACTED] set forth. Car No. 50, Serial #1G32VI39782, reported missing by ADC in error and had actually been repossessed by ADC. ADC cost on this car was \$1,895.24 and reduces total shortage to \$302,108.25.

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- P -

DETAILS:

CG 49-2290

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[REDACTED]	3
[REDACTED]	4
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[REDACTED]	9
[REDACTED]	11
[REDACTED]	13
[REDACTED]	14
SUMMARY OF SHORTAGE.....	17
PROSECUTIVE OPINION.....	17

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Date October 6, 1961

[redacted]
[redacted] Illinois, advised that [redacted] CHRIS MESSINO,
formerly lived with him at this address but that [redacted]
[redacted] died on June 4, 1961. At the time of his death
[redacted] owned a Ford Falcon but he did not know from
whom he acquired it.

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On 9/28/61 at Elmwood Park, Illinois File # Chicago 49-2290by SA [redacted] /bt Date dictated 10/4/61b6
b7C

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Date October 6, 1961

[redacted]
Illinois, furnished the following information:

She was employed as [redacted] at Sterling-Harris Ford early in January, 1961, and worked under the supervision of [redacted]. On Sunday, March 5, 1961, [redacted] telephoned her and asked her to come to work. She worked from about noon until perhaps 5:00 PM typing up title applications and filling in the backs of certificates of origin. Business seemed especially good after the month of February, which had been exceedingly slow, but she has no recollection of how many sales were made.

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When she came to work on March 6, 1961, she observed that practically all of the company's stock of cars was gone. Neither [redacted] was present and no one seemed to know what had happened.

She was shown photographs of FELIX ALDERISIO, LEO RUGENDORF, [redacted] and [redacted]. She said she had never seen any of these individuals at Sterling-Harris but had observed RUGENDORF [redacted] and thought she might have seen [redacted] in the offices of Nationwide Acceptance Corporation [redacted] where [redacted] was formerly employed as collection manager.

During the [redacted] she was employed at Sterling-Harris she never received any indication the company contemplated bankruptcy and no one ever mentioned it to her.

On 10/3/61 at Niles, Illinois File # Chicago 49-2290
by SA [redacted] bt Date dictated 10/4/61

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Date October 6, 1961

[redacted] Chicago, Illinois,
furnished the following information:

He was employed as [redacted] for Sterling-Harris Ford Incorporated, from [redacted]

[redacted] He did not work Saturday or Sunday, March 4 or 5, 1961, and when he came to work on March 6, 1961, he noticed that practically all of the company's stock of cars was gone. Until that time, he had received no indication that the company was contemplating bankruptcy or selling out of trust and no one had ever discussed it with him. b6 b7C

He was shown photographs of LEO RUGENDORF, FELIX ALDERISIO, [redacted] and [redacted]. He never saw any of these people at Sterling-Harris Ford, but said he recognized [redacted] having seen him many times at Nationwide Acceptance Corporation [redacted]

[redacted] He said [redacted] was a close friend of [redacted] the owner of Nationwide Acceptance Corporation.

On 10/2/61 Chicago, Illinois File # CG 49-2290

by SA [redacted] /SLG Date dictated 10/4/61 b6 b7C

Date August 1, 1961

[redacted]
[redacted] Chicago, Illinois, telephonically advised that he had copies made of certain documents regarding his dealings with Sterling-Harris Ford, Inc., and was forwarding same to the FBI office by messenger.

Copies of the following documents were received:

Three checks drawn on the account of [redacted]
[redacted] at First Security Trust and Savings Bank, Elmwood Park, Illinois, all payable to Associates Discount Corporation and Sterling-Harris Ford, Inc., as follows:

<u>Check No.</u>	<u>Date</u>	<u>Amount</u>
3829	3/6/61	\$13,700.00
3830	3/6/61	11,000.00
3831	3/6/61	10,000.00

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These checks bear the stamped endorsement of Sterling-Harris Ford, Inc., the handwritten endorsement "By: [redacted] and Associates Discount Corporation stamped endorsement.

Also furnished was a copy of a "Hold Harmless Agreement" dated March 6, 1961, signed by [redacted] of Associates Discount Corporation (ADC) by the terms of which ADC agreed to hold [redacted] harmless from any and all loss which might be caused by [redacted] stopping payment on their checks to Sterling-Harris Ford, Inc., regarding the following automobiles:

On 7/25/61 at Chicago, Illinois File # 49-2290

by SA (A) HENRY WIRSCHENBERGER/jjm Date dictated 7/26/61

CG 49-2200

<u>STOCK NO.</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
U2577	1953 Mercury H.T.	
U2500	1953 Plymouth 4 Dr.	
U2018	1959 Ford H.T.	
U2540	1959 T-Bird	
U2533	1959 T-Bird	
U2005	1953 Cad. Convert.	
U1723	1959 Ford Convert.	
U1073	1959 T-Bird	
U1922	1959 T-Bird Convert.	
U1592	1959 T-Bird H.T.	
U1650	1959 T-Bird H.T.	
U1057	1959 T-Bird H.T.	
U1006	1959 T-Bird H.T.	
U1000	1959 T-Bird H.T.	
U2500	1957 Ford 2 Dr. H.T.	
U732	1959 Ford Convert.	
U2537	1957 Olds. 4 Dr.	
U2431	1953 Dodge 4 Dr.	
U2592	1953 Chev. 2 Dr.	
U2303	1959 Ford Wagon	
U2514	1953 Chev. 4 Dr. H.T.	
U006	1953 Ford 2 Dr.	
U1292	1953 Ford 2 Dr. H.T.	
U2250	1953 Ford Wagon	
U2273	1953 Ford 2 Dr.	
U2501	1957 Ford 2 Dr.	
U1543	1950 Buick 4 Dr. H.T.	
U2472	1957 Chev. 4 Dr. H.T.	
U1310	1959 Ford Convert.	
	Total	

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CG 49-2200

[redacted] advised that he also would have a copy made of [redacted] check in amount of \$2,750.00 which he gave to [redacted] when [redacted] deal to purchase [redacted] business fell through, [redacted] stated he would forward this document within the next few days.

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Date August 1, 1961

Records of the [REDACTED]

The foregoing information is not to be made public except in a usual proceeding following issuance of a subpoena duces tecum. The subpoena should be directed to [REDACTED]

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On 7/21/61 at Chicago, Illinois File # 49-2230

by IC FRANCIS G. KAHL/plb Date dictated 7/28/61

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Date August 1, 1961Records of the 
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The foregoing information is not to be made public except after issuance of a subpoena duces tecum. The subpoena should be directed to 


On 7/21/61 at Chicago, Illinois File # 49-2290

by IC FRANCIS G. KAHL/plb Date dictated 7/28/61

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CG 49-2290
III;P1b



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b7D

Date August 1, 1961Records of the b6
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The foregoing information is not to be made public except after issuance of a subpoena duces tecum. The subpoena should be directed to

On 7/21/61 at Chicago, Illinois File # 43-2290
by IC FRANCIS G. KAMM/plb Date dictated 7/23/61

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CG 40-2220
III;P1b

On July 23, 1931, a check

for \$100.00 was cashed by HENRY HIRSCHENBERGER and

b7D

Date August 1, 1961Records of
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On 7/21/61 at Chicago, Illinois File # 49-2290by IC FRANCIS G. KAHL/Plb Date dictated 7/28/61

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

Date August 29, 1961

[redacted] Associates Discount Corporation, South Bend, Indiana, advised that he has not obtained any information regarding the whereabouts of the Sterling-Larrin cars still unlocated in this case.

He advised that Associates Discount Corporation is bringing suits against the persons who purchased Sterling-Larrin cars on the weekend of March 4 and 5, 1961, alleging irregularities in the purchase of these cars. Associates plans to take depositions from these purchasers and if they refuse, Associates will then be entitled to take possession of the cars.

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On 8/29/61 at Chicago, Illinois File # 44-2200
by SA(A) HENRY HIRSCHBERGER/hje Date dictated 8/29/61

Date August 2, 1961

[redacted] Associates Discount Corporation (ADC), South Bend, Indiana, furnished the following information:

[redacted] is presently associated with [redacted] and is attempting to set up an automobile business in partnership with [redacted] has rented premises at [redacted] Chicago, Illinois, but has not yet been able to arrange any financing and does not presently have any car inventory. [redacted]

[redacted] Illinois, leases the [redacted] premises to [redacted]

[redacted] is reportedly back in the car business operating [redacted] Chicago, Illinois.

ADC has received no information regarding the location or identity of the purchasers of the Sterling-Harris cars still missing.

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b7C

On 7/27/61 at Chicago, Illinois File # 49-2290

by SA HENRY HIRSCHENBERGER/jms Date dictated 7/23/61

Date October 6, 1961

Associates b6
Discount Corporation, South Bend, Indiana, telephonically b7C
advised that upon rechecking his records, he ascertained
that a 1961 New Ford Fairlane, Serial Number 1G32V139782
which had been carried by Associates as a missing car,
had actually been repossessed by Associates from Sterling-
Harris Ford. He advised that this car never should have
been listed as missing.

On 9/25/61 at Chicago, Illinois File # CG 49-2290

by SA HENRY HIRSCHENBERGER/SLG Date dictated 9/28/61

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CG 49-2290
HBR:SLG

Summary of Shortage

The cash and/or merchandise shortage had previously be reported as \$304,003.49. By reducing this amount by the ADC cost of \$1,895.24 for car #50 the shortage is reduced to \$302,108.25.

Prosecutive Opinion

Assistant United States Attorney [redacted]
[redacted] Chicago, Illinois, stated on October 2, 1961, that he intended to represent this matter to a future Grand Jury, but that no specific date for this had, as yet, been scheduled.

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F B I

Date: 10/4/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)
FROM: SAC, CHICAGO (49-2290)
SUBJECT: STERLING-HARRIS FORD, INC.
ET AL
NBA

Re Bureau letter dated 9/29/61 and Chicago Form
FD-205 to Bureau dated 9/27/61.

Report will be submitted 10/6/61.

GALE

③ - Bureau
1 - Chicago

HBR/man
(4)

101

49-15138
NOT RECORDED
8 OCT 5 1961

Approved: J. H. [Signature]
Special Agent in Charge

Sent [Signature] M Per _____

54 OCT 9 1961

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE CHICAGO	OFFICE OF ORIGIN CHICAGO	DATE 10/24/61	INVESTIGATIVE PERIOD 10/19-23/61
TITLE OF CASE STERLING-HARRIS FORD, INC., ET AL		REPORT MADE BY SAA 	TYPED BY nte
		CHARACTER OF CASE NBA; ITSMV; ITSP (ACCOUNTING INVESTIGATION)	

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REFERENCE: Report of SAA dated 10/6/61
at Chicago.

- P -

LEADCHICAGO

AT CHICAGO, ILLINOIS. 1. Will follow and report
prosecutive action in this matter.

2. Will advise Bureau immediately when Grand Jury
hearings begin.

ADMINISTRATIVE

Three copies of this report are designated for the
Bureau in accordance with Bureau instructions.

This report is submitted for statistical purposes
only, and therefore, no copy is designated for the USA, Chicago.

- A* -

APPROVED <i>[Signature]</i>	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN SPACES BELOW	
COPIES MADE:		49-15138-60	REC-95
③ - Bureau (49-15138)		OCT 27 1961	EX-136
Chicago (49-2290) <i>[Handwritten notes]</i>			
DISSEMINATION RECORD OF ATTACHED REPORT		NOTATIONS	
AGENCY		<i>[Handwritten signatures and stamps]</i> STAT SECT	
REQUEST RECD.			
DATE FWD.			
HOW FWD.			
BY	DEC 28 1961		

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to:

Report of:

SAA [REDACTED]

Office: CHICAGO

b6

Date:

October 24, 1961

b7C

Field Office File No.: 49-2290

Bureau File No.: 49-15138

Title:

STERLING-HARRIS FORD, INC., ET AL.

Character:

NATIONAL BANKRUPTCY ACT; INTERSTATE
TRANSPORTATION OF STOLEN MOTOR VEHICLE;
INTERSTATE TRANSPORTATION OF STOLEN PROPERTY
(ACCOUNTING INVESTIGATION)

Synopsis:

On 3/4, 5/61, practically all of the inventory of Sterling-Harris Ford, Inc. cars disappeared from the company's premises. Subsequently, Associates Discount Corporation (ADC), who financed the cars, located and repossessed 121 of these cars valued at cost of \$237,333.59. Investigation identified purchasers of 127 other cars with cost value of \$266,205.52. Most purchasers located Chicago area but others in Ohio, New Mexico, and Wisconsin. Total cost of 248 cars located is \$503,539.11. If 10 percent, or \$50,353.91, added to arrive at retail value, retail value is \$553,893.02. Identification of cars and value set forth.

- P -

CG. 49-2290

DETAILS: AT CHICAGO, ILLINOIS

Over the weekend of March 4, 5, 1961, practically all of the inventory of Sterling-Harris Ford, Inc. (SHF), consisting of over 300 automobiles, disappeared from the company's premises located at 2662 North Cicero Avenue, Chicago, Illinois. These cars were floor planned by Associates Discount Corporation (ADC), South Bend, Indiana, at 100 percent of factory cost. ADC representatives had verified the inventory of vehicles at SHF on March 3, 1961, and all units were accounted for at that time. ADC and other creditors subsequently filed an involuntary petition in bankruptcy against SHF and the United States Attorney, Chicago, requested that an investigation be instituted to ascertain if there had been any criminal violations of the National Bankruptcy Act.

ADC had located 121 of these missing cars on March 7, 1961. 114 were located at Park City, Illinois, where they had been temporarily stored while awaiting sale to a Wisconsin dealer. The sale fell through when the dealer learned that ADC had title to the cars. The other seven cars were located on the premises of SHF and were there apparently because of battery or mechanical failure and could not be started. All 121 cars were repossessed by ADC and [redacted] identified them as follows:

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1960	Ford	OG41V-120,393	\$1990.40
1960	Ford	OG42V-122,910	2223.45
1960	Ford	OG42V-124,657	1994.40
1960	Ford	OG41V-125,911	1906.95
1960	Ford	OG41V-125,912	1906.95
1960	Ford	OG42V-131,420	1948.95

CG 49-2290

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1960	Ford	OG41V-134,094	\$1906.95
1960	Ford	OG31V-136,720	1858.23
1960	Ford	OG41V-137,231	1988.50
1960	Ford	OG41V-138,697	1977.50
1960	Ford	OG42V-140,676	1948.95
1960	Ford	OG42V-140,678	1948.95
1960	Ford	OG52V-140,684	2364.56
1960	Ford	OG41V-141,605	1906.95
1960	Ford	OG41V-142,029	1906.95
1960	Ford	OG42V-143,365	1948.95
1960	Ford	OG41V-146,283	1977.50
1960	Ford	OG41V-146,724	1906.95
1960	Ford	OG42V-147,101	1974.05
1960	Ford	OG32V-154,432	2081.18
1960	Ford	OG41V-154,433	1977.50
1960	Ford	OF54V-162,357	2500.62
1960	Ford	OG31V-167,521	1842.97
1960	Ford	OG31V-167,522	1842.97
1960	Ford	OF52X-170,691	2608.51
1960	Ford	OG31V-171,964	1842.97

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<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1960	Ford	OG31V-171,965	\$1842.97
1960	Ford	OG31V-176,586	2034.92
1960	Ford	OG31V-176,588	2034.92
1960	Ford	OG42V-178,163	1944.69
1960	Ford	OG42V-178,161	1955.69
1960	Ford	OG42V-178,164	1944.69
1960	Ford	OG42V-178,165	2091.19
1960	Ford	OG32V-178,541	1884.97
1960	Ford	OG41V-179,323	1973.44
1960	Ford	OG31V-183,355	1843.17
1960	Ford	OG53W-183,361	2430.06
1960	Ford	OF32V-183,724	2045.58
1960	Ford	OF61V-195,665	2103.89
1960	Ford	OF31V-302,513	1843.28
1960	Ford	1H218-104,439	1901.11
1961	Ford	1G31V-109,940	1828.54
1961	Ford	1G31V-120,895	2045.19
1961	Ford	1G31V-123,488	1853.24
1961	Ford	1H12S-126,702	1701.32
1961	Ford	1H12S-128,074	1701.32
1961	Ford	1G32V-129,218	1966.79

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<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1H12S-130,024	\$1701.32
1961	Ford	1G31V-131,723	1853.24
1961	Ford	1G32V-133,570	1895.24
1961	Ford	1F41V-133,298	1954.44
1961	Ford	1K12S-134,254	1701.27
1961	Ford	1G32V-134,568	1895.24
1961	Ford	1G42V-134,570	1984.31
1961	Ford	1G32V-135,435	1895.24
1961	Ford	1G32V-135,436	1895.24
1961	Ford	1H11S-135,893	1650.72
1961	Ford	1G42V-136,308	1984.31
1961	Ford	1G32V-136,388	1895.24
1961	Ford	1H11S-136,799	1650.72
1961	Ford	1H11S-137,950	1650.72
1961	Ford	1H11S-137,954	1650.72
1961	Ford	1G32V-138,148	1895.24
1961	Ford	1G32V-138,489	1895.24
1961	Ford	1G41V-139,037	1942.31
1961	Ford	1H11S-139,729	1650.72
1961	Ford	1G32V-140,147	1895.24
1961	Ford	1G41V-140,148	1942.31

CG. 49-2290

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1G42V-140,149	\$1984.31
1961	Ford	1G41V-140,540	1942.31
1961	Ford	1H12S-141,349	1701.32
1961	Ford	1G42V-141,633	1984.31
1961	Ford	1H12S-142,179	1701.32
1961	Ford	1G32V-142,260	1895.24
1961	Ford	1G41V-142,261	1942.31
1961	Ford	1G41V-142,640	1942.31
1961	Ford	1G42V-142,641	1984.31
1961	Ford	1G42V-142,934	1984.31
1961	Ford	1G31W-143,343	1944.05
1961	Ford	1H12S-143,836	1701.32
1961	Ford	1H12S-143,837	1701.32
1961	Ford	1G32W-144,066	2186.00
1961	Ford	1G32W-144,411	1986.06
1961	Ford	1G32W-144,412	2212.11
1961	Ford	1G42V-144,824	1984.32
1961	Ford	1G32W-145,501	2140.56
1961	Ford	1K13S-146,176	1650.67
1961	Ford	1K11S-148,198	1650.67
1961	Ford	1K12S-152,461	1701.27

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<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1K12S-152,462	\$1701.27
1961	Ford	1K12S-153,369	1701.27
1961	Ford	1F31V-169,191	1852.47
1961	Ford	1F32V-170,179	1894.47
1961	Ford	1F41V-175,457	1986.99
1961	Ford	1F41V-180,536	2088.04
1961	Ford	1F32V-181,597	1894.47
1961	Ford	1F41V-185,668	1941.54
1961	Ford	1F32V-188,049	1894.47
1961	Ford	1F42V-188,050	1983.54
1961	Ford	1F32V-188,984	1894.47
1961	Ford	1F42V-188,986	1983.54
1961	Ford	1F66W-188,996	2713.40
1961	Ford	1F62V-207,518	2161.72
1961	Ford	209,653	2211.06
1961	Ford	1G31W-129,171	1650.00
1960	Ford	OG41V-125,913	1906.95
1960	Ford	OG41V-145,360	1906.95
1960	Ford	OF52W-170,688	2561.53
1960	Ford	OG42V-178,540	2161.74
1960	Ford	OG31V-183,354	1989.67

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<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1H12S-132,507	\$1962.27
1961	Ford	1G52W-139,388	2488.87
1961	Ford	1G31V-141,293	1853.24
1961	Ford	1H11S-142,178	1650.72
1961	Ford	1G57W-142,263	2494.43
1961	Ford	1F32V-181,598	1894.47
1961	Ford	1F31V-188,983	1852.47
1961	Ford	1F32W-210,409	1985.03
1961	Ford	1F41V-188,985	1941.54
1960	Ford	OF55W-272,521	2717.94
1960	Ford	OF55X-264,066	2760.14
Total:			\$237,333.59

Subsequent investigation by the Chicago Division and through information received from the Illinois Secretary of State's Office and information provided by the Cincinnati Division, the purchasers of 127 additional SHF cars were identified. Although most of these purchasers were located in the Chicago area, others were located in New Mexico, Ohio and Wisconsin.

These 127 vehicles are identified as follows:

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1960	Ford	F60C0614508	\$2752.42
1960	Ford	F60C0616470	2618.62
1960	Ford	O642V144398	2166.00

CG 49-2290

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1960	Ford	0652V146376	\$2424.01
1960	Ford	0632V147118	2035.73
1960	Ford	0655W174342	2626.43
1960	Ford	0642V178539	1944.69
1960	Ford	0655W178960	2717.68
1960	Ford	0644W179349	2717.88
1960	Ford	0F55X269111	2773.04
1960	Ford	0F55X272522	2762.44
1960	Ford	0F55X271421	2762.44
1960	Ford	0F55X291046	2703.04
1961	Ford	C55CU110660	3056.43
1961	Ford	F11CK113275	2358.88
1961	Ford	E10SH120439	1608.97
1961	Ford	F10J6121398	1654.87
1961	Ford	E10SH125359	1608.97
1961	Ford	C55CU131712	3005.01
1961	Ford	E10SH130144	1608.97
1961	Ford	E10SH132445	1608.97
1961	Ford	1632V150527	2171.83
1960	Ford	1632V150528	2171.83
1960	Ford	1651W104097	2478.88

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<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1960	Falcon	1K12S111704	\$1694.96
1961	Falcon	1H12S117123	1701.32
1961	Falcon	1H21S117135	2105.72
1961	Ford	1641V118028	2160.36
1961	Falcon	1H21S118062	2042.72
1961	T-Bird	1Y712122516	3808.81
1961	Falcon	1H12S124734	1701.32
1961	Ford	L653V126774	2286.72
1961	Ford	1653W126775	2464.28
1961	Ford	1653V127254	2351.07
1961	Falcon	1H12S128073	1701.32
1961	Ford	1631V129170	2071.29
1961	T-Bird	1Y732133767	4419.45
1961	Ford	1642V134572	2202.36
1961	Ford	1642V135000	1984.31
1961	Falcon	1H12S137951	1701.32
1961	Falcon	1H21S138459	2014.87
1961	Ford	1641V138490	1942.31
1961	Ford	1632V139036	2113.29
1961	Ford	E10SH140151	2121.64
1961	Falcon	1H12S140916	1701.32
1961	Ford	1632V140918	2067.84

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<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1642V140919	\$1984.31
1961	Falcon	1H12S141348	1701.32
1960	Ford	OG51W141606	2401.09
1961	Ford	1657W141634	2445.38
1961	Falcon	1H11S141771	1650.72
1961	Falcon	1H21S141773	1909.87
1961	Fairlane	1631V142259	1853.24
1961	Galaxie	1652W142262	2439.82
1961	Falcon	1K11S142337	1650.67
1961	Galaxie	1657W142642	2445.38
1961	Fairlane	1632V142933	2113.29
1961	Fairlane	1632W143344	2212.10
1961	Ford	1641W143345	2033.12
1961	Ford	1642W143346	2301.17
1961	Fairlane	1631W143709	2098.55
1961	Fairlane	1632W143710	1986.05
1961	Ford	1641W143711	2259.17
1961	Fairlane	1642W143712	2101.22
1961	Falcon	1H12S143835	1701.32
1961	Ford	1642W144069	2301.18
1961	Ford	1642W144413	2301.18

CG 49-2290

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1642V144414	\$2156.92
1961	Fairlane	1632W144823	2212.11
1961	Fairlane	1632V145172	2041.75
1961	Falcon	1H12S145684	1834.17
1961	Falcon	1K11S146177	1650.67
1961	Galaxie	1657W146288	2494.44
1961	Falcon	1H12S147546	1939.17
1961	Ford	1632V148048	2041.75
1961	Fairlane	1632V148049	2041.75
1961	Ford	1632W148050	2186.01
1961	Falcon	1K12S148185	1764.27
1961	Ford	1631W148359	2098.56
1961	Fairlane	1632V148360	2041.75
1961	Fairlane	1632V148361	2041.75
1961	Falcon	1K12S149852	1834.01
1961	Falcon	1K12S152026	1701.27
1961	Falcon	1K12S153370	1701.27
1961	Ford	1F42V168195	2130.04
1961	Ford	1F32V169193	2040.97
1961	Ford	1F41V169194	2159.59
1961	Ford	1F54V174371	2517.35
1961	Ford	1F31V174372	2070.52

CG 49-2290

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1961	Ford	1F42V179628	\$2201.59
1961	Ford	1F42V180543	1983.54
1961	Ford	1F42V188051	2201.59
1961	Ford	1F62V190019	2161.64
1961	Ford	1F62V193477	2353.59
1961	Ford	1F64W194553	2652.02
1961	Ford	1F64W195733	2569.67
1961	Ford	1F62W196794	2480.63
1961	Ford	1F61V198229	2327.77
1961	Ford	1F64V198230	2456.81
1961	Ford	1F61W199099	2426.23
1961	Ford	1F64V199100	2456.81
1961	Ford	1F12V205401	2308.22
1961	Ford	1F64W205402	2555.35
1961	Ford	1F64W206288	2400.85
1961	Ford	1F42W207976	2363.58
1961	Ford	1F32V209651	2041.05
1961	Ford	1F32V209652	2086.50
1961	Ford	1F42W210410	2300.15
1961	Ford	1F62V210411	2308.22
1957	Chevrolet	VC57J208016	540.00

CG 49-2290

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Factory Cost or Amount Due ADC</u>
1958	Dodge	LD314684	\$ 875.00
1960	Ford	OG53W100763	2250.00
1960	Ford	OY71Y102868	2950.00
1960	Ford	0653V104013	1850.00
1961	Falcon	1H22S104922	2070.00
1958	Ford	C866107381	610.00
1960	Ford	OF54X114677	2400.00
1961	Ford	1K27S116154	1500.00
1959	Ford	C966126005	880.00
1958	Ford	A86R126707	595.00
1958	Ford	C866134023	750.00
1957	Ford	A76X165430	700.00
1957	Ford	C76X170581	350.00
1959	Ford	C9FS216807	1300.00
1961	Ford	1H12S121222	1928.41
1961	Ford	1652X124931	2645.27
1960	Ford	0652W116493	2089.16

Total: \$266,205.52

The total value of the 248 automobiles located is \$503,539.11 which is the factory cost or amount due ADC on these vehicles. If 10 percent, or \$50,353.91, is added to this cost to arrive at a retail value, the retail value would be \$553,893.02.

CG 49-2290

According to [REDACTED] 10 percent is a most conservative markup as most car dealers price their cars at 18 to 20 percent over factory cost. b6 b7C

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE CHICAGO	OFFICE OF ORIGIN CHICAGO	DATE 11/6/61	INVESTIGATIVE PERIOD 10/19-23/61
TITLE OF CASE STERLING-HARRIS FORD, INC., ET AL		REPORT MADE BY SAA 	TYPED BY nte
		CHARACTER OF CASE NBA; ITSMV; ITSP (ACCOUNTING INVESTIGATION)	

REFERENCE: Report of SAA dated 10/6/61 at Chicago.

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LEADCHICAGO

AT CHICAGO, ILLINOIS. 1. Will follow and report prosecutive action in this matter.



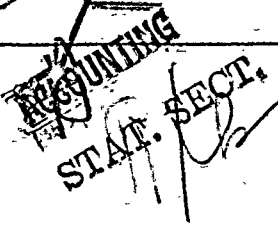
2. Will advise Bureau immediately when Grand Jury hearings begin.

ADMINISTRATIVE

Three copies of this report are designated for the Bureau in accordance with Bureau instructions.

This report is submitted for statistical purposes only, and therefore, no copy is designated for the USA, Chicago.

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APPROVED 	SPECIAL AGENT IN CHARGE 	DO NOT WRITE IN SPACES BELOW	
COPIES MADE:		49-15138-61	
③ - Bureau (49-15138)		<div style="text-align: center;">12 NOV 16 1961</div> <div style="text-align: right; transform: rotate(-15deg); border: 1px solid black; padding: 5px;">EX 104</div>	
2 - Chicago (49-2290)			
DISSEMINATION RECORD OF ATTACHED REPORT		NOTATIONS	
AGENCY.....		<div style="text-align: center;">  </div>	
REQUEST RECD.....			
DATE FWD.....			
HOW FWD.....			
BY 63 DEC 6 1961			

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to:

Report of:

SAA [REDACTED]

Date:

November 6, 1961

Office: CHICAGO

b6

b7C

Field Office File No.: 49-2290

Bureau File No.: 49-15138

Title:

STERLING-HARRIS FORD, INC., ET AL

Character:

NATIONAL BANKRUPTCY ACT; INTERSTATE
TRANSPORTATION OF STOLEN MOTOR VEHICLE;
INTERSTATE TRANSPORTATION OF STOLEN PROPERTY
(ACCOUNTING INVESTIGATION)

Synopsis:

On 3/4-5/61, practically all of the inventory of Sterling-Harris Ford, Inc. cars disappeared from the company's premises. Investigation identified purchasers of 127 cars with retail value of \$292,518.12. One car located Akron, Ohio with retail value of \$2,382.60. Two cars located Milwaukee, Wisconsin, with retail value totaling \$4,378.46 and two cars located Albuquerque, New Mexico, with retail value totaling \$5,200.15. Remaining 122 units located Chicago, Illinois and Suburbs with retail value totaling \$280,556.91.

STATISTICS TAKEN

NOV 30 9 02 AM '61

FBI
VOUCHER-STATISTICAL- P -
mt/um

127 cars
120 - Chicago
1 - Akron
2 - Milwaukee
2 - Albuquerque

CG 49-2290

DETAILS: AT CHICAGO, ILLINOIS

Over the weekend of March 4, 5, 1961, practically all of the inventory of Sterling-Harris Ford, Inc. (SHF), consisting of over 300 automobiles, disappeared from the company's premises located at 2662 North Cicero Avenue, Chicago, Illinois. These cars were floor planned by Associates Discount Corporation (ADC), South Bend, Indiana, at 100 percent of factory cost. ADC representatives had verified the inventory of vehicles at SHF on March 3, 1961, and all units were accounted for at that time. ADC and other creditors subsequently filed an involuntary petition in bankruptcy against SHF and the United States Attorney, Chicago, requested that an investigation be instituted to ascertain if there had been any criminal violations of the National Bankruptcy Act.

Subsequent investigation by the Chicago Division and through information received from the Illinois Secretary of State's Office and information provided by the Cincinnati Division, the purchasers of 127 additional SHF cars were identified. Although most of these purchasers were located in the Chicago area, others were located in New Mexico, Ohio and Wisconsin.

These 127 vehicles are identified as follows:

<u>Year</u>	<u>Make</u>	<u>Serial Number</u>	<u>Where Located if Other Than Chicago and Suburbs</u>	<u>Retail Value</u>
1960	Ford	F60C0614508		\$3027.66
1960	Ford	F60C0616470		2880.48
1960	Ford	OG42V144398	Akron, Ohio	2382.60
1960	Ford	OG52V146376		2666.41
1960	Ford	OG32V147118	Milwaukee, Wisc.	2239.30
1960	Ford	OG55W174342		2889.07
1960	Ford	OG42V178539	Milwaukee, Wisc.	2139.16

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1960	Ford	OG55W178960	\$2989.45
1960	Ford	OG55W179349	2989.67
1960	Ford	OF55X269111	3050.34
1960	Ford	OF55X272522	3038.68
1960	Ford	OE55X271421	3038.68
1960	Ford	OF55X291046	2973.34
1961	Ford	C55CU110660	3362.07
1961	Ford	F11CK113275	2594.77
1961	Ford	E10SH120439	1769.87
1961	Ford	F10JG121398	1820.36
1961	Ford	E10SH125359	1769.87
1961	Ford	C55CU131712	3305.51
1961	Ford	E10SH130144	1769.87
1961	Ford	E10SH132445	1769.87
1961	Ford	1G32V150527	2389.01
1960	Ford	1G32V150528	2389.01
1960	Ford	1G51W104097	2726.76
1960	Falcon	1K12S111704	1864.46
1961	Falcon	1H12S117123	1871.45
1961	Falcon	1H21S117135	2316.29
1961	Ford	1G41V118028	2376.40

CG 49-2290.

1961	Falcon	1H21S118062	\$2246.99
1961	T-Bird	1Y71Z122516	4189.69
1961	Falcon	1H12S124734	1871.45
1961	Ford	1G53V126774	2515.39
1961	Ford	1G53W126775	2710.71
1961	Ford	1G53V127254	2586.18
1961	Falcon	1H12S128073	1871.45
1961	Ford	1G31V129170	2278.42
1961	T-Bird	1Y73Z133767	4861.40
1961	Ford	1G42V134572	2224.60
1961	Ford	1G42V135000	2182.74
1961	Falcon	1H12S137951	1871.45
1961	Falcon	1H21S138459	2216.36
1961	Ford	1G41V138490	2136.54
1961	Ford	1G32V139036	2324.62
1961	Ford	E10SH140151	2333.80
1961	Falcon	1H12S140916	1871.45
1961	Ford	1G32V140918	2274.62
1961	Ford	1G42V140919	2182.74
1961	Falcon	1H12S141348	1871.45
1960	Ford	OG51W141606	2641.20
1961	Ford	1G57W141634	2689.92

CG 49-2290

1961	Falcon	1H11S141771	\$1815.79
1961	Falcon	1H21S141773	2100.86
1961	Fairlane	1G31V142259	2033.56
1961	Galaxie	1G52W142262	2683.80
1961	Falcon	1K11S142337	1815.74
1961	Galaxie	1G57W142642	2689.92
1961	Fairlane	1G32V142938	2324.62
1961	Fairlane	1G32W143344	2433.31
1961	Ford	1G41W143345	2236.43
1961	Ford	1G42W143346	2531.29
1961	Fairlane	1G31W143709	2308.41
1961	Fairlane	1G32W143710	2184.66
1961	Ford	1G41W143711	2485.09
1961	Fairlane	1G42W143712	2311.34
1961	Falcon	1H12S143835	1871.45
1961	Ford	1G42W144069	2531.30
1961	Ford	1G42W144413	2531.30
		Albuquerque, New Mexico	
1961	Ford	1G42V144414	2372.61
1961	Fairlane	1G32W144823	2433.32
1961	Fairlane	1G32V145172	2245.93
1961	Falcon	1H12S145684	2017.59
1961	Falcon	1K11S146177	1815.74

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1961	Galaxie	1G57W146288	\$2743.88
1961	Falcon	1H12S147546	2133.09
1961	Ford	1G32V148048	2245.93
1961	Fairlane	1G32V148049	2245.93
1961	Ford	1G32W148050	2404.61
1961	Falcon	1K12S148185	1940.70
1961	Ford	1G31W148359	2308.42
1961	Fairlane	1G32V148360	2245.93
1961	Fairlane	1G32V148361	2245.93
1961	Falcon	1K12S149852	2017.41
1961	Falcon	1K12S152026	1871.40
1961	Falcon	1K12S153370	1871.40
1961	Ford	1F42V168195	2233.04
1961	Ford	1F32V169193	2245.07
1961	Ford	1F41V169194	2375.55
1961	Ford	1F54V174371	2769.09
1961	Ford	1F31V174372	2277.57
1961	Ford	1F42V179628	2421.75
1961	Ford	1F42V180543	2181.89
1961	Ford	1F42V188051	2421.75
1961	Ford	1F62V190019	2377.80
1961	Ford	1F62V193477	2588.95

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1961	Ford	1F64W194553	\$2917.22
1961	Ford	1F64W195733	2826.64
1961	Ford	1F62W196794	2728.69
1961	Ford	1F61V198229	2560.55
1961	Ford	1F64V198230	2702.49
1961	Ford	1F61W199099	Albuquerque, New Mexico 2668.85
1961	Ford	1F64V199100	2702.49
1961	Ford	1F62V205401	2539.04
1961	Ford	1F64W205402	2810.89
1961	Ford	1F64W206288	2640.94
1961	Ford	1F42W207976	2599.94
1961	Ford	1F32V209651	2245.16
1961	Ford	1F32V209652	2295.15
1961	Ford	1F42W210410	2530.17
1961	Ford	1F62V210411	2539.04
1957	Chevrolet	VC57J208016	594.00
1958	Dodge	LD314684	962.50
1960	Ford	OG53W100763	2475.00
1960	Ford	OY71Y102868	3245.00
1960	Ford	OG53V104013	2035.00
1961	Falcon	1H22S104922	2277.00

CG 49-2290

1958	Ford	C866107381	\$ 670.00
1960	Ford	OF54X114677	2640.00
1961	Ford	1K27S116154	1650.00
1959	Ford	C9GG126005	968.00
1958	Ford	A8G4126707	654.50
1958	Ford	C8GG134023	825.00
1957	Ford	A7GX165430	770.00
1957	Ford	C7GX170581	385.00
1959	Ford	C9FS216807	1430.00
1961	Ford	1H12S121222	2121.25
1961	Ford	1G52X124931	2909.80
1960	Ford	OG52W116493	2298.08

Total: \$292,518.12

The retail value of the 127 automobiles located is \$292,518.12. One car was located at Akron, Ohio, with a retail value of \$2,382.60. Two cars were located at Milwaukee, Wisconsin, with a retail value totaling \$4,378.46 and two cars were located at Albuquerque, New Mexico, with a retail value totaling \$5,200.15.

The retail value of the remaining 122 automobiles which were located in Chicago, Illinois, and suburbs is \$280,556.91.

Retail value was arrived at by adding ten percent to the factory cost or amount due ADC.

According to [redacted] ten percent is a most conservative markup as most car dealers price their cars at 18 to 20 percent over factory cost. b6 b7C

UNITED STATES

Memorandum

TO : DIRECTOR, FBI (49-15138)

DATE: November 6, 1961

FROM : SAC, CHICAGO (49-2290)

SUBJECT: STERLING-HARRIS FORD, INC., ET AL
NBA; ITSMV; ITSP

Re report of SA [redacted] dated 10/24/61 at Chicago.

Enclosed herewith are three copies of report of SA [redacted] dated November 6, 1961, replacing report of October 24, 1961.

Bureau requested to destroy report of October 24, 1961.

It is requested that Chicago be credited with 122 automobiles recovered, together with a recovery value of \$280,556.91.

- ② - Bureau (Encls. 3)
- 1 - Chicago

HBR:nte
(3)

ENCLOSURE

memo
Wells/Rosen
11/15/61
JGF/Lund

EX 104

REC-19
FBI
REC'D-CRIMINVS RES

49-15138-62

NOV 13 1961

ACCOUNTING
STAT. SECT.

McG

63 DEC 6 1961

66

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Rosen

DATE: November 15, 1961

FROM :

SUBJECT: STERLING-HARRIS FORD, INC.
NBA; ITSMV; ITSP

Tolson _____
 Belmont _____
 Mohr _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Sullivan _____
 Tavel _____
 Trotter _____
 Tele. Room _____
 Ingram _____
 Gandy _____

This is to set out recommendations for claiming the recovery of 127 automobiles valued at \$292,518.12 which recovery was effected through the direct investigative efforts of the Chicago Office.

BACKGROUND:

Over the week end of 3/4-5/61 practically all of the inventory of the captioned company, an automobile dealer, consisting of over 300 automobiles, disappeared from the company's premises. These cars were being financed by the Associates Discount Corporation (ADC).

The ADC and other creditors filed an involuntary petition in bankruptcy against the captioned company and the USA, Chicago, requested the FBI to conduct an investigation to determine whether any criminal violations of the National Bankruptcy Act existed. Investigation initiated by the Chicago Office led directly to the recovery of 127 automobiles valued at \$292,518.12. Five of the cars located were located in states other than Illinois, namely, one car recovered in Akron, Ohio, two cars recovered in Milwaukee, Wisconsin, and two cars recovered in Albuquerque, New Mexico.

Action on the part of captioned company represents an attempt to convert these cars and possibly embezzle them since captioned company did not have title to these cars and was not the legal owner.

RECOMMENDATION:

In view of the above and since the investigative efforts of the Chicago Office led directly to the recovery of 127 automobiles valued at \$292,518.12, it is recommended that the following be credited:

Chicago Office - 122 automobiles valued at \$280,556.91
 Milwaukee Office - 2 automobiles valued at \$4,378.46
 Albuquerque Office - 2 automobiles valued at \$5,200.15
 Cleveland Office - 1 automobile valued at \$2,382.60

JGF:bwd (7)

- 1 - Administrative Division
 1 - Accounting and Fraud Section

REC-17

11 DEC 5 1961

220 EX 113
 58 DEC 7 1961

49-15138-63
 JPM WY JGF
 451K

Staff Section
 [Signature]

F B I

Date: 12/7/61

Transmit the following in _____
(Type in plain text or code)Via Airtel _____
(Priority or Method of Mailing)

TO: DIRECTOR, FBI (49-15138)

FROM: SAC, CHICAGO (49-2290)

SUBJECT: STERLING-HARRIS FORD, Inc Et Al
NBA
(OO:CHICAGO)

Presentation this matter to FGJ
[redacted]. Bureau will be kept informed
any pertinent developments.

GALE

3 - Bureau
1 - Chicago
HBR:Jem
(4)

[redacted]
Presentation to FGJ
[redacted] Being handled
by AVSA - BU. WILL BE
ADVISED. 74

b6
b7C

EX 100
REC-126

49-15138-64
DEC 9 1961

Approved: _____

Sent _____ M Per _____

62 DEC 14 1961 Special Agent in Charge

b
WA C 1224PM DJS

URGENT 10-30-68 DJS

TO DIRECTOR (49-15623) (49-15138) (PLAINTEXT)
FROM CHICAGO (49-2332) (49-2290) 1P

[REDACTED] AKA; ET AL, NBA - CONSPIRACY.
OSTERLING - HARRIS FORD, INC.; ET AL, NBA. 68
47
21
Droverfield

JURY TRIAL OF SUBJECT [REDACTED] COMMENCED USDC, CHICAGO
OCTOBER TWENTY ONE LAST. ON OCTOBER THIRTY INSTANT SUBJECT
FOUND GUILTY OF COUNTS ONE, THREE, AND FOUR OF INDICTMENT
CHARGING VIOLATION OF SECTIONS THREE SEVEN ONE AND ONE FIVE
TWO OF TITLE EIGHTEEN, U.S. CODE. SUBJECT SENTENCED TO CUSTODY
ATTORNEY GENERAL FOR ONE YEAR ON EACH OF THREE COUNTS TO RUN
CONCURRENTLY FINED TEN THOUSAND DOLLARS ON COUNT ONE. BAIL
DENIED PENDING APPEAL, SUBJECT REMANDED TO CUSTODY USM. AUSA
WILL MOVE TO EFFECT EXECUTION OF SENTENCE ON BEHALF OF SUBJECTS
RUGENDORF AND [REDACTED] WHICH WERE PREVIOUSLY STAYED PENDING
OUTCOME OF INSTANT TRIAL. REPORT FOLLOWS.

END

HVL

FBI WASH DC

49-15623

49-15138-

NOT RECORDED

150 OCT 31 1968

59 NOV 7 - 1968

ORIGINAL FILED IN 49-15623-37